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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 88, No. 4 FEBRUARY, 1971 60 CENTS

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Two sets of Alco PA's on the National of Mexico pause at junction of Ramos Arizpe en route to Mexico City.
B. Thomas Walsh, 5620 Centre Ave., Pittsburgh, Pa. 15232

ILLUSTRATED FEATURES

The Engine Pictured in Our Front Cover 4
Along the Iron Pike *(pictorial)* ..... Joseph Easley 11
Photographs of the Month 12
Santa Fe's Super Steam Power ..... Bert Pennypacker 22
Interesting Railfans No. 98: Albert M. Langley 32
Passenger Train Survey 38
Locomotive Roster: Western Pacific ..... Sy Reich 46
Roster of the Western Maryland ..... Sy Reich 48
Roundhouse Mystery *(true tale)* ..... Rockwood T. Roberts 52
One-Town Interurban Line ..... Stephen D. Maguire 60
I Was a News Butcher in 1906 ..... William T. Willis 61

AUTHENTIC FICTION

Romance on the High Iron ..... Arthur T. Armes 56

DEPARTMENTS

The Mail Car 6
Information Booth 36
Trackside in Diesel Age 41
Transit Topics 42
The Hobby Club 50
Books of the Rails 54
West Virginia Shortlines 59
In Search of Steam 63
The Switch List 65
Pen Pals Wanted 66

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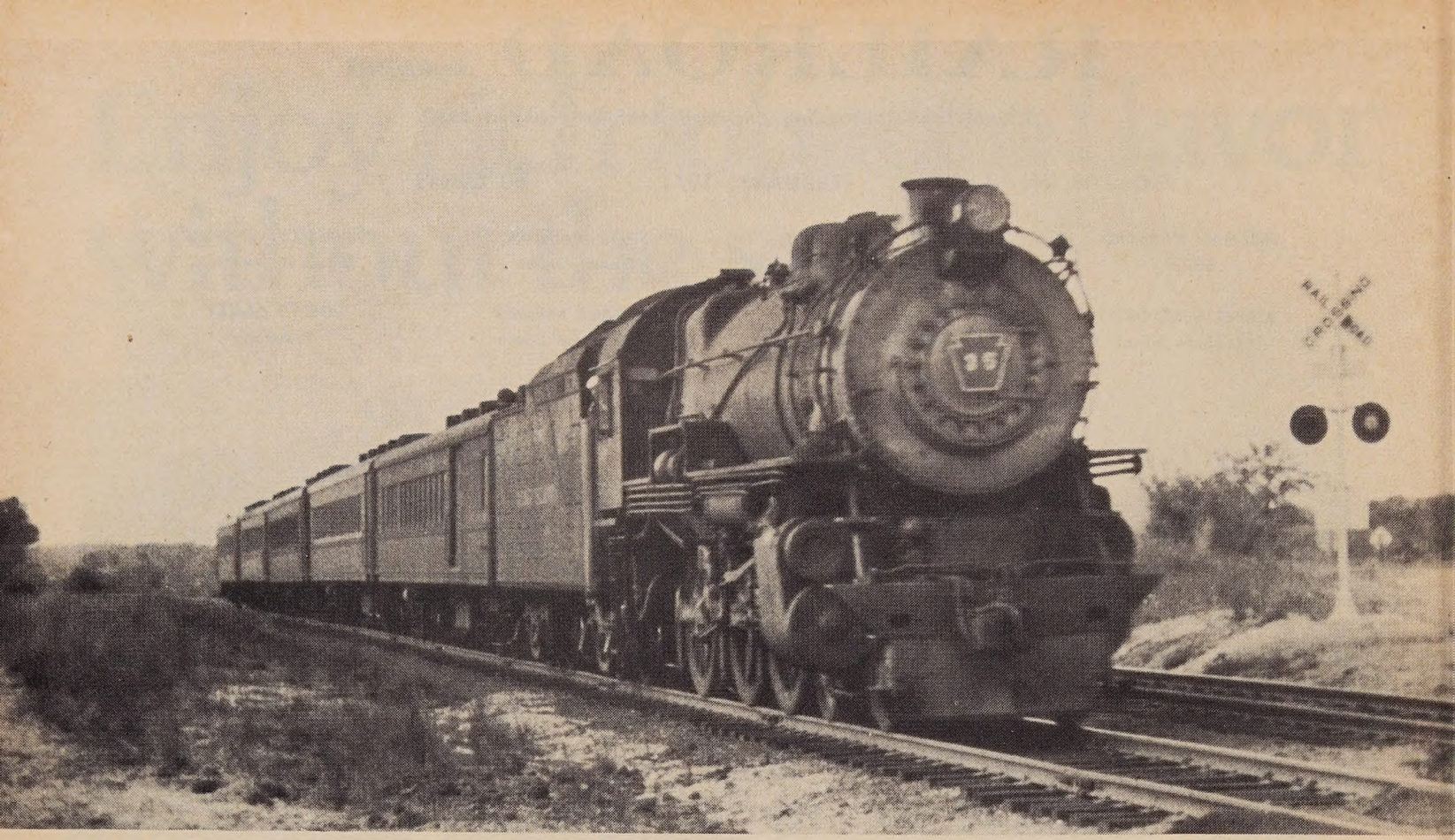


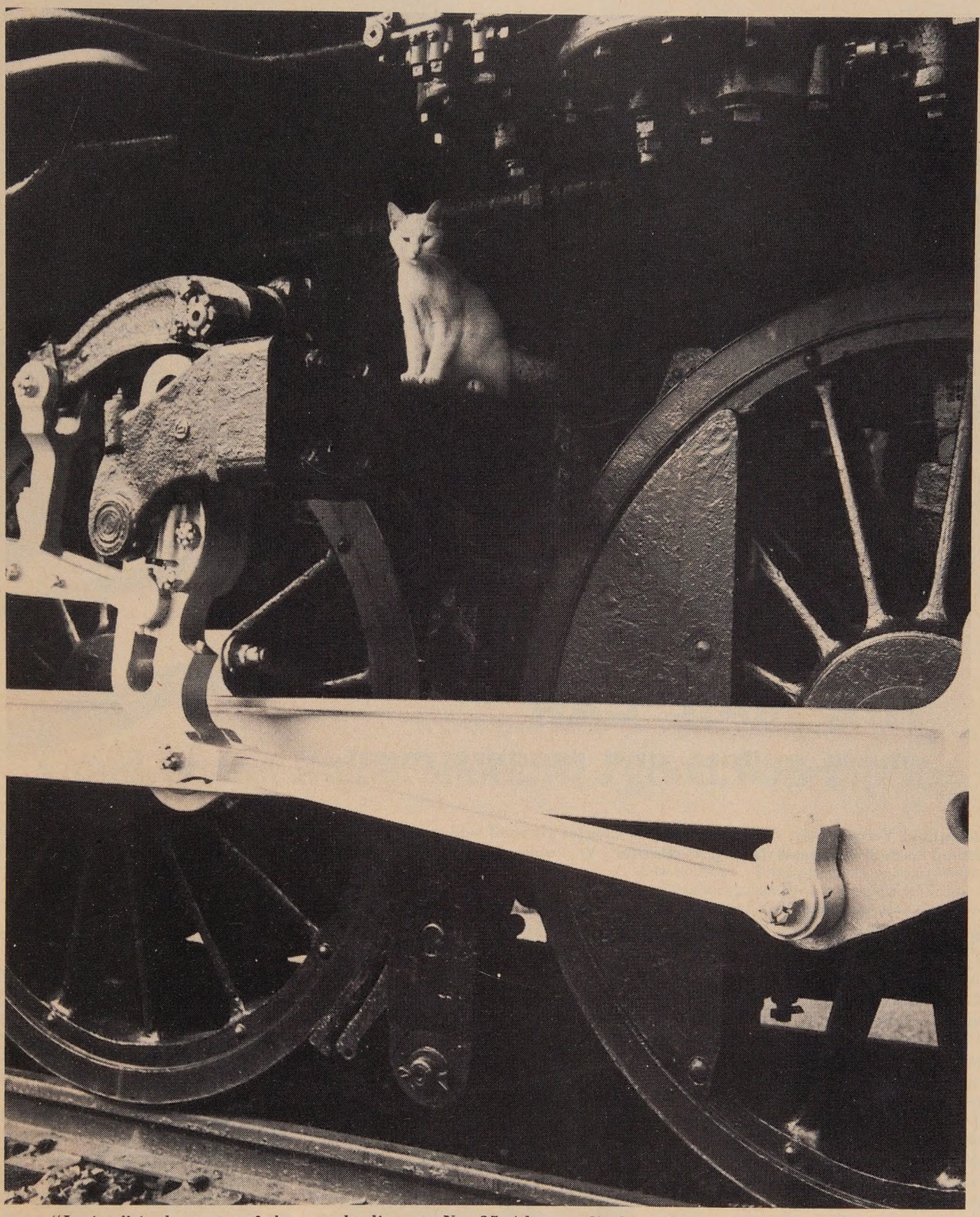
Built by Pennsy in 1928, this G5 was last steamer to run on LIRR (above, she is seen near Syosset, L.I., in 1950). Now on display at Eisenhower Park, Mineola, N.Y., she was restored by the Long Island-Sunrise Trail Chapter, NRHS. Anyone who wants to work on loco should contact F.R. Dirkes, president, 75 Parkwood Road, West Islip, N.Y. 11795.

Collection of Ron Ziel

The Engine Pictured on Our Front Cover

Photograph by Arthur Huneke

June, 1956: Loading almost complete at Westbury, L.I., No. 35 and tender get ready to be moved to present location.



"Juniata" is the name of the cat who lives on No. 35 (she usually beds down in the ashpan between the second and third drivers). She moved in last August and has protected No. 35 from birds that had messed her up for years. Now pregnant, Juniata's kittens will be named G5, K4, etc., after LIRR engines.

Photograph by Ron Ziel

THE MAIL CAR

where editors and readers meet

Unidentified Vermont Ry. conductor watches Charles Bischoff add water to steam generating tank of borrowed D&H diesel 4023 on a Rail Associates fantrip at Proctor, Vt., while Lisa Mangan of Arlington, Vt., takes movies of the operation.
Philip R. Jordan, P.O. Box 172, East Arlington, Vt. 05252

COVER photo shows Nina Waswo Dees, 25, helping members of the Long Island-Sunrise Trail Chapter of NRHS to repaint a retired old Long Island Rail Road engine, No. 35, class G5, on display in Eisenhower Park at Mineola, N.Y. Her father, Carl Waswo, is treasurer of the chapter. He, too, assisted in scraping and repainting the 4-6-0. "We worked week-ends during 1969-'70," he says, "and the engine is now a beauty." (See pages 4 and 5.)

Color shot was made by Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932, who writes: "In reference to the only two surviving LIRR steamers, 35 and 38, Pennsy fans are complaining of their black smokebox doors. However, G5 engines were built new for the LIRR in 1924-'29 and were never even lettered PRR. From about 1910 to World War II all LIRR passenger power had this livery. Freight and switching power also had it during the 'teens and '20's." ●

RAY FROST and I were lying in the Denver & Rio Grande Western yards at Salt Lake City one hot August day in 1960, broke, hungry, and dirty as usual. My friend suggested that we head east to Grand Junction Colo., for the peach harvest there. He said that at least we'd be out of the desert and maybe find a shade tree or two and a better water supply for drinking and washing. I agreed. After querying car knockers about departure times, we boarded the first eastbound empty car we found.

Arthur S. Class

Hours of slow climbing of steep mountain grades took us to Soldier Summit yards. Then a yardman said our train would break up there, but the train on an adjoining track was already made up and would head east in about a half-hour. We soon filled our water bottle for the trip down off the Summit to Helper and then eastward to Grand Junction.

But we couldn't find an empty on the entire train of about 80 reefers and merchandise cars. That meant we'd have to ride the tops and face the extreme danger of being thrown off by the sway or running into a sudden cloudburst or hailstorm. Either that or else wait indefinitely in the yards for a train with an empty.

Anyhow, we took the tops, near the caboose and soon pulled out for the steep, 25-mile descent to Helper yards. In less than two minutes we began to smell a strong metallic odor. Looking

forward, we saw bluish-gray smoke clouds curling up from every car on the train! Friction caused this suffocating smoke. All the brakeshoes were tight on the wheels, real tight!

I told Ray: "This hogger has got her in the 'big hole' already and still we're making about 15 miles an hour. What will he do if a rockslide or fallen tree happens to block the track, and a total stop is necessary?"

Ray said: "I don't know, Art."

I didn't either, but I kept watching. We smoked all the way, with an obvious full application of brakes on the trainline, clear down to Helper yards at about 15 per. This was not merely an occasional, dainty pinch to slacken speed a trifle for a curve, but a solid, full application for 25 miles! But luck was with us and we got down safely, after the crew had caught onto what was happening. It reminded me of one of my former engineer's fearful stories about the time he big-holed his engine on an icy track and slipped a whole mile before he could stop his train.—Arthur S. Class, Arcola Hotel, 116 S. 12th St., Minneapolis, Minn. ●

PERSONALITIES. Tom Garry of Long Beach, Calif., believes he is the oldest ex-railroader ever hired by a modern U.S. railroad. Maybe so. Tom began working in Northern Pacific telegraph service in Montana in 1910. After a long period of service, he lost his job, due to the use of the teletype. Years of enforced idleness ensued. Then, at age 58 he went to work again, this time as a telegrapher and relief dispatcher on the Pacific Coast Railroad, and finally retired at 62. Does anyone challenge his claim?

Stephen Ailes, new president and chief executive officer of the Association of American Railroads, is a lawyer and has held some politically appointed jobs but apparently never worked for a railroad. We wonder why the AAR went outside of its own industry to find a successor to Tom Goodfellow, ex-president of the Long Island Rail Road.

David Plowden, who contributed many photos, including cover shots, to our magazine, and put out two railroad picture books, was honored by the Smithsonian Institution with an exhibition of his photos in the Arts and Industries Building, Washington, D.C.

Thanks to Sy Reich's printing a request of mine, I now have many new railfan friends and have increased my spike collection.—Keith Randall, Box 141, Harrisville, N.H.

The Santa Fe has appointed John W. Barriger IV assistant to president—staff studies and planning, with headquarters in Chicago. He is a son of the John Barriger who was successively president of the Monon, P&LE, and Katy, as well as one of our *Interesting Railfans.* ●

SERVICE PLUS. Not long ago I complained about a bad slip-up in my *Railroad* subscription. I hadn't received the 1970 issues for April, June, August, September, and October. Your response was prompt and gracious. You sent me the missing copies, all but April. A note to you quickly brought that one also. Then a funny thing happened. You sent me an additional shipment of all the issues I had complained about, plus an extra one for May. Then the postman delivered still another batch of *Railroads*—the vagrant copies, which I now have in triplicate!

This amused me. I visualize a monster computer in either New York or Boulder, Colo., gone amok. Maybe a whole carload of missing copies will soon arrive. But I am happy because in this age of impersonalization you have given me such individual atten-

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tion. Since you are very short on some back issues, say the word and I'll return the extra copies to you—Art Rader, 158 Ida No. 11, Las Vegas, Nev. 89109. ●

GIRLS. The first railfanette I ever knew was Ellen Marie Robinson, a classmate of mine in a Cincinnati high school in the mid-1930's. Together we spent many Sunday afternoons taking train pictures in and around the city and even went on a few fantrips. Ellen came from a C&O family. She did more than anyone else to make me knowledgeable concerning railways. I recall how enthused she was when I began work for the Pennsy in 1942. I am now an assistant chief dispatcher on the Penn Central here in Columbus. In the late '40's Ellen moved to Los Angeles and I lost track of her. Today, she is probably married. Can any reader tell me whether or not she is still a rail enthusiast?—William C. Pletz, 3729 Lindhurst Rd., Columbus, Ohio 43220.

The full-page pictures on page 13 of Jan. issue and 18 and 19 in Dec. were a total waste. The girls are OK, but the fan activity shown amounts to nothing. —Pvt. Robert Stauffer, 180-38-1499, Co. C, 2nd Bn., SCH. Bde, SESS, Ft. Gordon, Ga. 30905.

Besides printing rail-girl pix, why don't you go a step further and give us a short write-up of a railfanette?—Gerry Burridge, 498 Delmar, Pte. Claire 710, Que., Canada.

If we must be bombarded by pix of San Francisco's Municipal Street Railways, would it be asking too much to suggest that Virgil Staff include the entire car in his girl photos? Unless he gives us at least one good shot of Muni's present equipment, we will have nothing to stir fond memories after the sad day when the historic oldsters are eventually replaced. That is, nothing but calves, thighs, and a few pretty faces. —William Howland, Jr., Box 756. Kearney, Neb. 68847.

Dec. issue: Virgil Staff's girl photo on page 19 is very good. The shot of ex-Canadian Pacific engine on page 13 was miscaptioned "ex-Canadian National."—George Armstrong, 1026 First St., Estevan, Sask., Canada.

Entering the controversy over female pix in *Railroad,* I vote no because most of them, in my opinion, are poor photography. They do justice to neither the railroad subjects nor the women. But I am glad your magazine now realizes that many fans, like myeslf, appreciate diesels as well as steam. If *Railroad* is to survive, it must take note of the increasing youth and sophistication of its readers. Each year we find more and more rail buffs who have never known steam except on fantrips. —Peter Campson, Box 278, Union City, N.J. 07087.

Girls are fine in *Railroad* when they are subordinate to the trains or trolleys—which too often they are not.—R. Paige, 715 Meridian St. Ext., Groton, Ct. 06340.

Personally, I like young ladies as well as trains in your magazine. Both are enjoyable to gaze upon.—S. M. Tidwell, Box 151, Douglasville, Ga. 30134.

We told photographer Elmer Treloar in advance about our current front cover. He replied: "If the female shown painting the steamer is pretty, has the proper amount of meat in the right places and is intelligently posed, you will find me in the cheering section."

I heartily approve of an *occasional* shot of a tender young thing posed against a railroad backdrop, but picture after picture in issue after issue is just too much. I buy *Railroad* to read about railroading, not females—although both subjects are mighty interesting.—Michael Bezilla, 307 2nd Ave., Osceola Mills, Pa. 16666.

This spring I plan to take some rail-girl pix which I hope you can find space to publish.—P. J. Templeton, Box 111, Mendon, N.Y. 14506. ●

READERS familiar with *Railroad Magazine's* woodpulp era should enjoy a big new book entitled *Pulps*, which reprints some of our material and even carries a full-color reproduction of one of our old front covers. Subtitled *50 Years of American Pop Culture,* the book is edited by Tony Goodstone. It has 239 pages, 8¼"x11", 100 illustrations, many in color, reprints 50 complete stories, poems, articles, etc., from various old woodpulp magazines and sells at $15. Published by Chelsea House, New York, it is available from our cut-rate book service. The preface was written by Henry Steeger, head of Popular Publications, Inc., who bought *Railroad* from its original publisher, Frank A. Munsey Co., in 1941 and has been publishng it ever since. Mr. Steeger recalls:

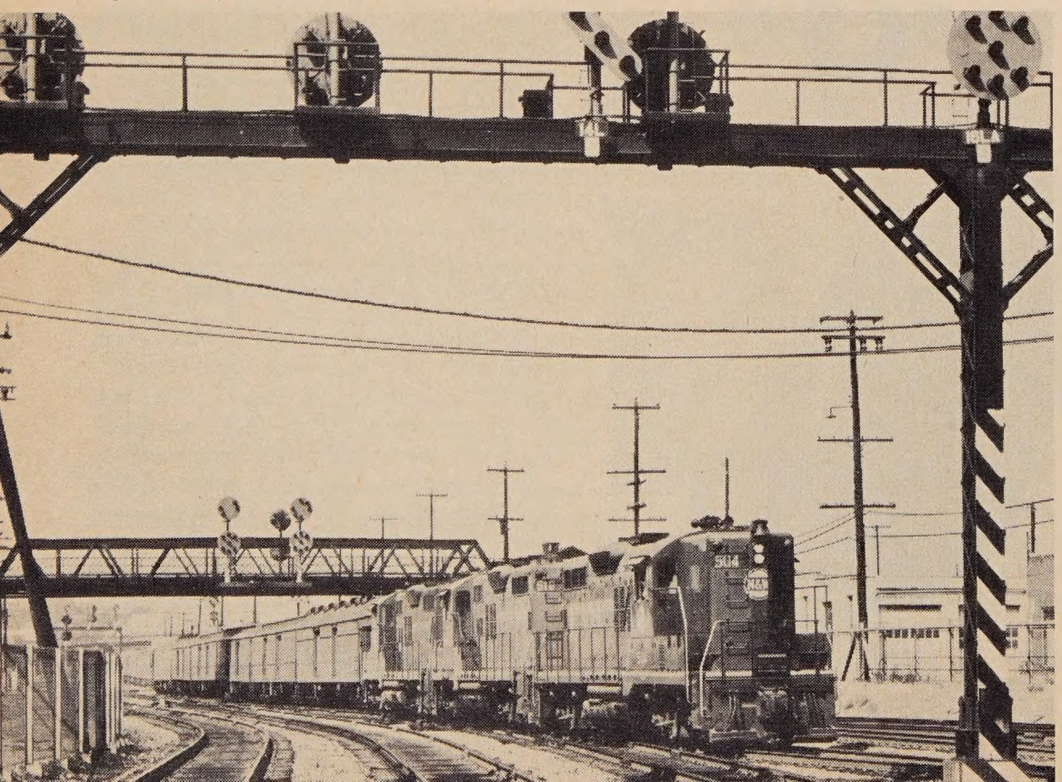
Not everyone knew about pulp paper magazines in the 1920's. I didn't. I had graduated from Princeton and taken post-graduate studies at the University of Berlin without ever coming in contact with one. At the Berlin railroad station, preparing for an overnight trip to Paris, I purchased a copy of *Detective Story Magazine* and Conan Doyle's *The Hound of the Baskervilles* to put me in the proper mood for sleep.

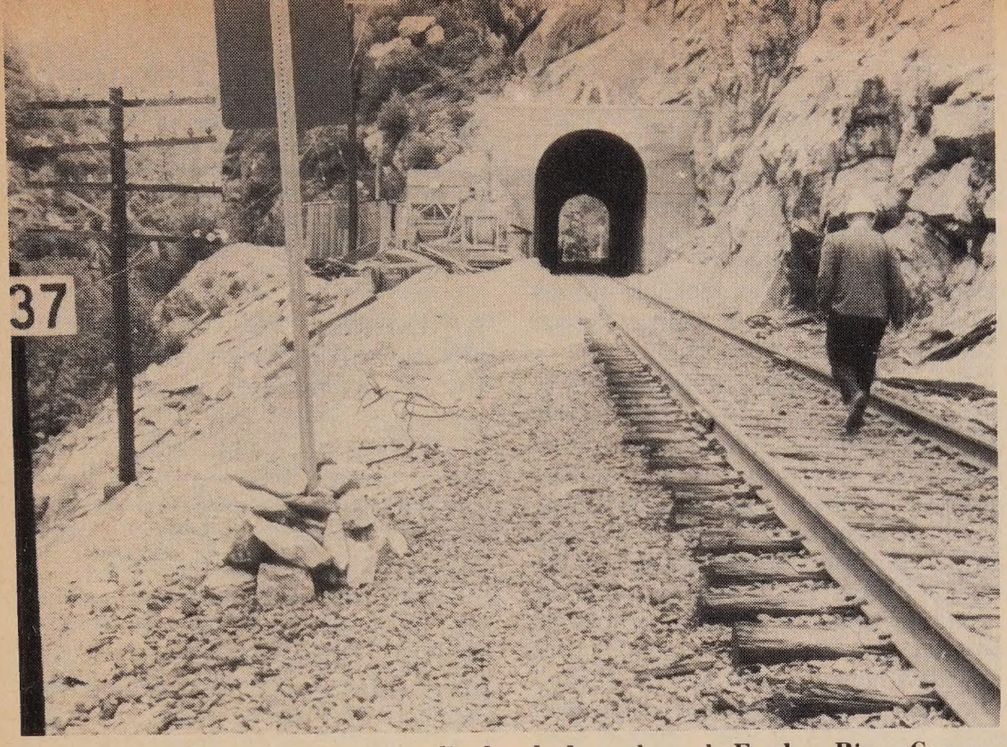
Much to my surprise, but not yours, I not only didn't go to sleep but spent the entire night finishing the two of them, and stepped off the train asking myself where they had been all my life. A great deal of money could be made with that kind of material, I reasoned; and it was not long before I was at it, inventing one pulp magazine after another, until my firm, Popular Publications, Inc., had originated over 300 of them—all of which, you might like to know, made money at one time or another.

I borrowed $5,000 from my stepfather to start the firm; so it did not require much capitalization, as you can see; and some 25 years later the company paid an income tax in seven figures. We commenced publication with 4 titles we created and the most we ever published in a single month were 42. Before it was over, we had become the largest in the business . . .

Among the 42 woodpulps he mentions was *Railroad*, now slick paper. ●

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22880
Signal bridge frames Norfolk & Western's eastbound Pocahontas near Roanoke, Va.





Western Pacific track inspector walks lonely beat through Feather River Canyon.

NEWSWORTHY. Reading Co. has sharply protested to the ICC against Penn Central's "exhorbitant increase" in charges for performing service along Philadelphia's waterfront which affect shippers served by the Reading, B&O, and Philadelphia Belt Line. The old rate was $5.66 per car round trip. The new rate is $59.76, more than 10 times as much!

In a recent issue of *National Review*, economist Milton Friedman denounced as "socialism" a proposal of editor William F. Buckley, Jr., that the Government should buy the railroad rights-of-way and lease them back for operation by "the highest bidders."

Prof. Friedman said his own solution to the railroad problem "is straightforward. Abolish the ICC and eliminate other government interference. If, under those circumstances, the railroads cannot pay . . . they should be abandoned." Would Friedman also abolish the massive subsidies now being given to the railroads' air, highway, and water competitors?

Canadian and U.S. customers can now know the precise location of any freight car on the CP Rail system through the new Instant Car Location Service. A Canadian first, this service utilizes data transmission and storage techniques to offer quick information on the siting of over 100,000 cars on 20,000 miles of Canadian Pacific track. Shippers like such service.

A complete list of Union Pacific enginehouses with location, maximum length, and number of stalls, compiled by William F. Rapp, editor of the Railroad Station Historical Society *Bulletin*, 430 Ivy Ave., Crete, Neb. 68333, appears in Vol. 3, No. 5 of the *Bulletin*. This publication is issued free, six times a year, to RSHS members (dues $3 a year).

Wanted by the Railway & Locomotive Historical Society: scholarly and antiquarian research papers for publication in its illustrated journal of railroad history. The editor is John White, Division of Transportation, National Museum of History and Technology, Smithsonian Institution, Washington, D.C. 20560.

Swedish State Rys. claim to be the world's first railway administration to introduce a computerized booking system for sleeping berths. It is based on an automatic seat reservation system, recently adopted, which has cut service time per customer from 3 minutes to one and decreased the number of erroneous bookings by 80 percent.

The sprawling operations of the nation's newest and longest railroad are linked by more than rails. Burlington Northern has awarded a $1.2 million contract to Stromberg-Carlson, a subsidiary of General Dynamics, to merge and expand the road's telephone systems into an integrated system. It will be the world's largest privately owned 4-wire telephone network.

A "first" in the rail industry: If a Burlington Northern employe is transferred to another city or town, a reliable moving company will pack, move, and unpack all of his household goods, with BN paying the moving company directly. ●

BRIEFLY SPEAKING. We asked (Dec. '70), "Who knows of other roads using dogs?" Says Earl Yorke, 27257 Currier St., Dearborn Heights, Mich. 48215: "In World War II, dogs guarded the New Haven Railroad bridge over the Hudson River at Poughkeepsie, N.Y. Incidentally, FBI agents recently used a bloodhound to detect dope shipments at Detroit airport. A marijuana parcel was planted with 30 overseas packages picked at random. The bloodhound nosed his way straight to the planted item. Not only that, but he showed curiosity about one of the apparently innocuous overseas packages. Upon opening it, FBI men found marijuana there also!

Cumberland was the Baltimore & Ohio's western terminus from 1842 until 1853 and the Union's central defense headquarters for protecting the B&O during the Civil War. Many unusual steam engines and cars rolled through this mountain town. Handsome old B&O buildings are still standing. All through trains stopped here to let passengers dine in the fine old railroad hotel.—Mel Collins, Bedford Rd., Rte. 3, Cumberland, Md. 21502.

A reader's comment that rail labor unions, by being "unreasonable," have lost more jobs than they have preserved is an academic approach to a complex problem. When an industry cuts its work force from over two million to about a half-million in a relatively few years, who is being unreasonable? Railroads have many problems. None is more important than making the men proud of their work—and their railroad.—George E. Hinds, asst. administrative secretary to the president,

Robert T. Jordan, 345 Elm Park Ave., Elmhurst, Illinois 60126

Grand Trunk units 9022 (EMD, 1948) and 5906 (EMD, '69) in Elsdon yard, Chi.

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New York's Governor Rockefeller has ordered a state inventory of abandoned railroad rights-of-way to determine means of preserving idle and undeveloped routes for possible future transportation use. A reader directs Rockie's attention to the following:

Grasse River RR.; Keeseville, Ausable Chasm & Lake Champlain; New York, Ontario & Western; old Erie branches in New City and Nyack; Delaware & Northern; old New York Central lines from Lake Placid to Malone, etc.; New York, Auburn & Lansing; Elmira, Cortland & Northern; the Long Island's Whitestone and other branches; lines in the Chautauqua Lake region; Lehigh & New England, Lehigh & Hudson River, and numerous interurban rights-of-way. Also the Central New England, Paul Smith's Ry., Catskill Mountain Ry., and parts of N.Y., Westchester & Boston and New York Central's Yonkers branch and NYC's Putnam & Lake Mahopac branches.

Through *Trains* magazine's 30 years, we have enjoyed working with *Railroad Magazine* in bringing to our readers the themes of railroading they enjoy so much. We look forward to another 30 years of this friendly competition.—James G. Neubauer, sales promotion manager, Kalmbach Publishing Co., Milwaukee, Wis.

Rail unions have filed a protest with the ICC against granting applications filed by the Chesapeake & Ohio and the Ann Arbor for slashing car-ferry service across Lake Michigan. The C&O seeks to abandon its 63-mile ferry route between Ludington, Mich., and Kewaunee, Wis., while the Ann Arbor wants to drop its 79-mile ferry route between Frankfort, Mich., and Manitowoc, Wis. ●

FOUR teen-agers were fined $200 the other day for painting the words "Lionel Railroad 71" on a Baltimore & Ohio bridge in Orchard Park, N.Y., that sum being the repainting bill that the railroad had to pay. Those kids got off too easily. Read what William P. Jones, Penn Central counsel, told the New York Public Service Commission on another occasion:

If freight trains are stored in the yard for an hour or two, hordes of juveniles are likely to storm fences with wire-clippers, pliers, hacksaws, screw drivers, jimmies and auto jacks, then break open cars and prowl for loot. If they find something good (toys and appliances are favorites), adults flock onto the right-of-way to help gather it up. Police trying to chase trespassers often find themselves battling scores, or even hundreds, of youngsters who stone them from all sides—even from tenement roofs. These same mobs *and their parents* have forced police to turn loose prisoners held in squad cars.

Few offenders are caught and booked. When they are, courts tend to be lenient. Typically, the youngsters are put on probation and released to the custody of their parents. ●

MANURE. "Effective immediately," says a recent Penn Central order, "all shipments of manure destined to Kennett Square and Avondale, Pa., are embargoed. Cause: last 16 shipments received have all caught fire by spontaneous combustion, resulting in refusal of lading, damage to equipment, and assumption of resulting costs."

Speaking of manure recalls an incident in the life of William H. Vanderbilt, the Commodore's son and heir. When Billie was young, Commodore Vanderbilt decided he wasn't too bright and "exiled" him to Staten Island as general manager of the horsecar line there. Billie surprised the old man by selling the line's horse manure to farmers for fertilizer. This unexpected source of revenue and evidence of business acumen pleased the Commodore so much that he recalled Billie to Manhattan for an important job on the New York Central. The son eventually became president of the Central. It was he who made that classic remark, "The public be damned!" ●

APRIL 9, 1926, was a warm day. Just after I had taken an interurban train at Gary, Ind., bound for Chicago, I saw a man rush out of a barber shop and climb aboard. He was doomed to a horrible death. I was reading a newspaper in one of the cars when we stopped with a terrific bump, due to a head-on collision, near the entrance to the Elgin, Joliet & Eastern single-track line. An old-fashioned stove set our train afire.

Being an ex-railroad man, I knew what to do. Running down to the embankment, I took off my coat to expose my white shirt, flagged an oncoming freight train, and told its crew what had happened. With their help I rescued two hysterical women and we went back for a man who, meanwhile, had kicked in a glass door and escaped. We also saved the motorman on my train. He'd been trapped in his cubicle with both legs broken. But the fellow I had seen emerging from the barber shop, now pinned behind the stove and screaming, was burned to death. That mental picture still haunts me. He was an organist in an East Chicago movie theater. A pregnant widow and a small child survived him.

Soon afterward, the railroad company gave me $500 for uncoupling one of the cars and thus keeping it from being burned.—James McDonald, 224 Division St., Boonton, N.J. 07005. ●

HEALTH TIP from *A New Life in Later Years*, a book by Dr. Heinz Wolterek (Dial Press):

If there is any secret to staying younger longer, or prolonging life, the secret is work. Man must use his organs if he wants to stay healthy and active.

And here is a bit from *Prevention*, a 60¢ monthly magazine dedicated to the prevention of disease. (Emmaus, Pa.)

Many people anticipate the time when they can retire, having worked hard all their lives. They look forward to this leisurely, workless, effortless time as a period of total relaxation, believing that this deserved recess from labor will insure better health and a prolongation of their life span. Too late, many will find that the opposite is true. It's almost a sure way to ill health and shortening of life. The total body reacts like any one of its muscles. The more it's exercised, the stronger, more tonic it gets; the less it's used the flabbier it gets . . .

There's the story of Daniel Willard, (the former locomotive engineer) who changed his mind about resigning from the presidency of the Baltimore & Ohio —at 79. He went on to serve for many more years, building the company into one of America's great railroads. ●

AS A BOY, I listened to the talk of many boomers in and around the various railroad depots where my dad was the station agent. He worked among hill-billies in the Great Smokies, the Blue Ridge, and the Cumberlands, and he told me of mountain feuds and his experiences with razorback hogs, mules and hound dogs.

I remember the story of a young boomer telegraph operator who, on a job with the Cotton Belt in Arkansas, had to room and board with a very poor old couple. That first night was terrifying. From his cot in the attic, he heard some strange goings on down in the kitchen below. So, getting out of bed as quietly as he could, he peered through a crack in the floor. What he saw looked like a body laid out on the table and the two old natives were working on it with long butcher knives.

The old lady must have suspected that he was spying on her. She mounted the rickety ladder that led up to the attic and began climbing. The boomer quickly got back into bed and pulled the shabby blankets part way over his eyes. The trapdoor opened slowly and silently. The lady's white head appeared and she held a knife in a bloody hand; but she must have thought her boarder was asleep, for she retreated down the ladder without doing or saying anything.

Next morning at breakfast the boomer kept very quiet. It was not until several months later, when the young telegrapher was leaving, that the old man confided in him.

"We all stole a hawg," he drawled, "and when we all heard somethin' up in the attic, Ma she goes and looks to see if you all was asleep; and when she saw you was, we felt relieved."

"But suppose I hadn't played possum, pretending to be asleep," the boomer asked, "what would you have done?"

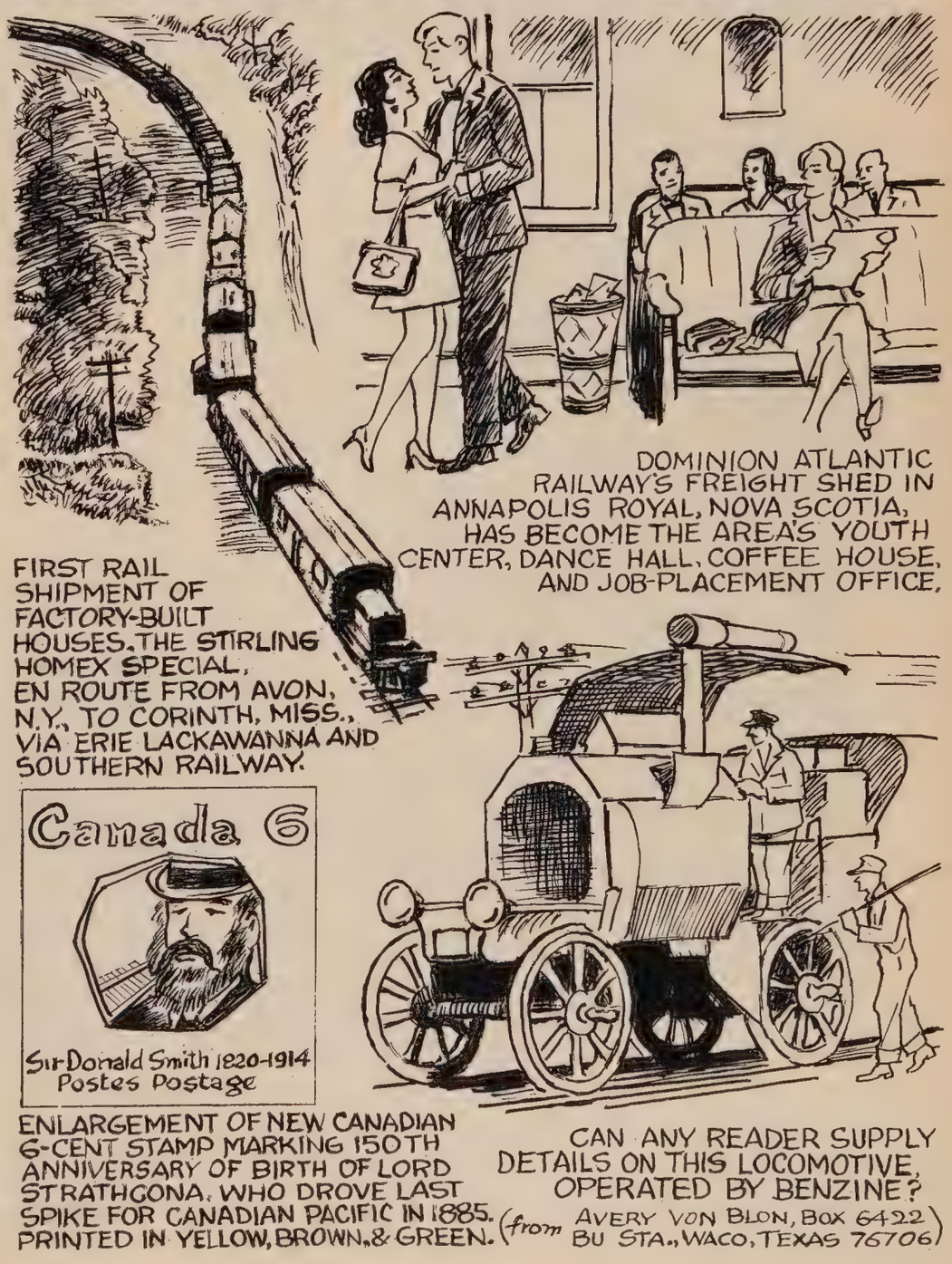
The two looked at each other quietly. To this day, I am still wondering.—George Gale, 2527 Buker St., Olympia, Wash. 98501. ●

I READ in (British) *Rail News* of the magnificent trip of the accelerated *Royal Scot*, Euston to Glasgow with a load of 440 tons. It brings back memories of when I was at Stafford station in the 1920's. The most hard-worked engine of that time was the old LNWR 4-4-0, George V class.

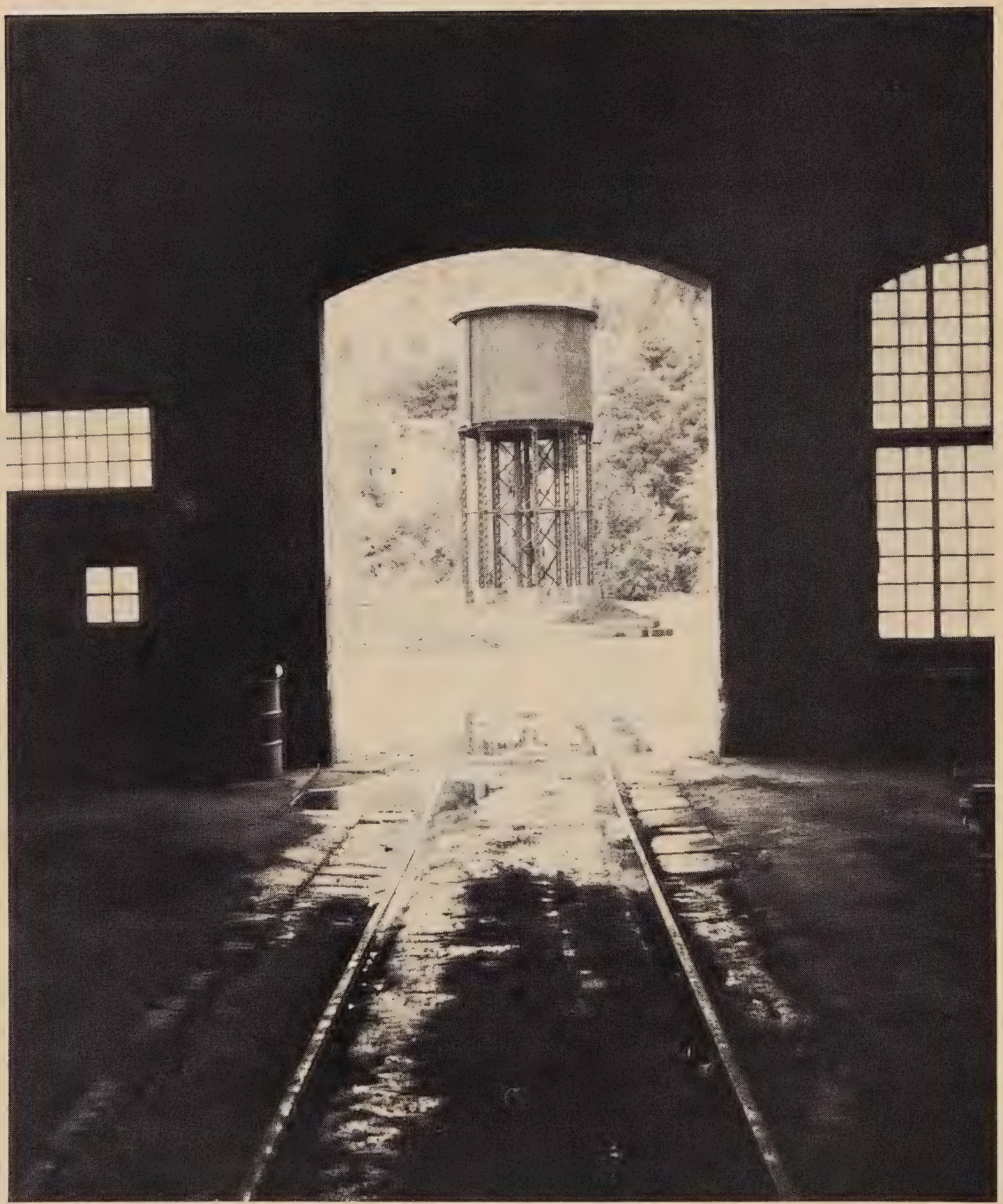
On the *Royal Scot* these engines of only 60 tons weight often pulled a load of 420 tons. Once I saw a similar train arrive in the station so grossly overloaded that the George V engine, on starting, just slipped on a dry rail and was unable to move the train.

There was a North Stafford engine handy. This was put on the rear of the train and assisted it clear of the station. The power and reliability of most LNWR engines was astounding. Proof of this is that when I retired in December, 1960, there were still some superheated 0-8-0 class former LNWR engines in service. How I miss the sound and beat of all steam engines!—W. E. Boulton, 56 Waterton Rd., Lupset, Wakefield, Yorks., England. ●

ALONG THE IRON PIKE by Joe Easley


DOMINION ATLANTIC RAILWAY'S FREIGHT SHED IN ANNAPOLIS ROYAL, NOVA SCOTIA, HAS BECOME THE AREA'S YOUTH CENTER, DANCE HALL, COFFEE HOUSE, AND JOB-PLACEMENT OFFICE.
FIRST RAIL SHIPMENT OF FACTORY-BUILT HOUSES. THE STIRLING HOMEX SPECIAL, EN ROUTE FROM AVON, N.Y., TO CORINTH, MISS., VIA ERIE LACKAWANNA AND SOUTHERN RAILWAY.
Canada 6
Sir Donald Smith 1820-1914
Postes Postage
ENLARGEMENT OF NEW CANADIAN 6-CENT STAMP MARKING 150TH ANNIVERSARY OF BIRTH OF LORD STRATHCONA, WHO DROVE LAST SPIKE FOR CANADIAN PACIFIC IN 1885. PRINTED IN YELLOW, BROWN, & GREEN.
CAN ANY READER SUPPLY DETAILS ON THIS LOCOMOTIVE, OPERATED BY BENZINE? (from AVERY VON BLON, BOX 6422 BU STA., WACO, TEXAS 76706)

Photographs of the Month



Abandoned water tower is framed by entrance of quiet roundhouse at the Dunsmuir, Calif., yards of Southern Pacific.
Bill Robertson, 504 Mt. View Ave., Belmont, Calif. 94002

A typical railroad man hard at work! Actually, this Canadian Pacific engineer is taking a nap at Port Rowan while his fireman services the Mogul for return trip to Hamilton in 1953.

Photograph by Elmer Treloar

Don Wood, 3 Ned Drive, Matawan, N.J. 07747

Big B&O 2-8-8-4 (class EM-1) looms toward camera as helper No. 7623 moves out of siding at Farmington, Ohio, in 1956.

A Breeze from San Francisco Bay

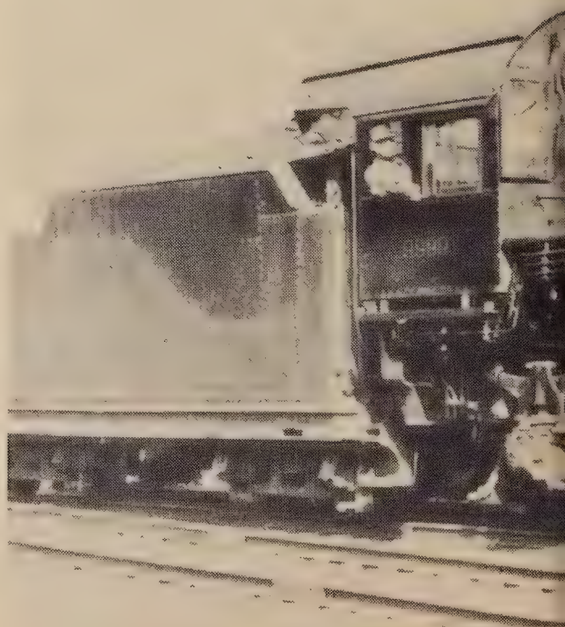
Melody Meister enjoys a cool San Francisco zephyr while S.F. Municipal Railway PCC 1110 heads out of east portal of Duboce Tunnel on Judah line.

Virgil C. Staff, Box 268,
Berkeley, Calif. 94701

Chicago South Shore & South Bend cars 12, 21, and 111 sit in South Bend, Ind., yards late at night. Photo was taken at f/11, 25 seconds.

Graham J. Holt, 44, Schofield Ave., Beverley, East Yorkshire, England

Type 3 engine, built by English Electric, passes through Beverly, East Yorkshire, station with a Hull-to-Bridlington east coast seaside excursion train, July 5, 1969. Government rejected British Rail proposal to close the line.



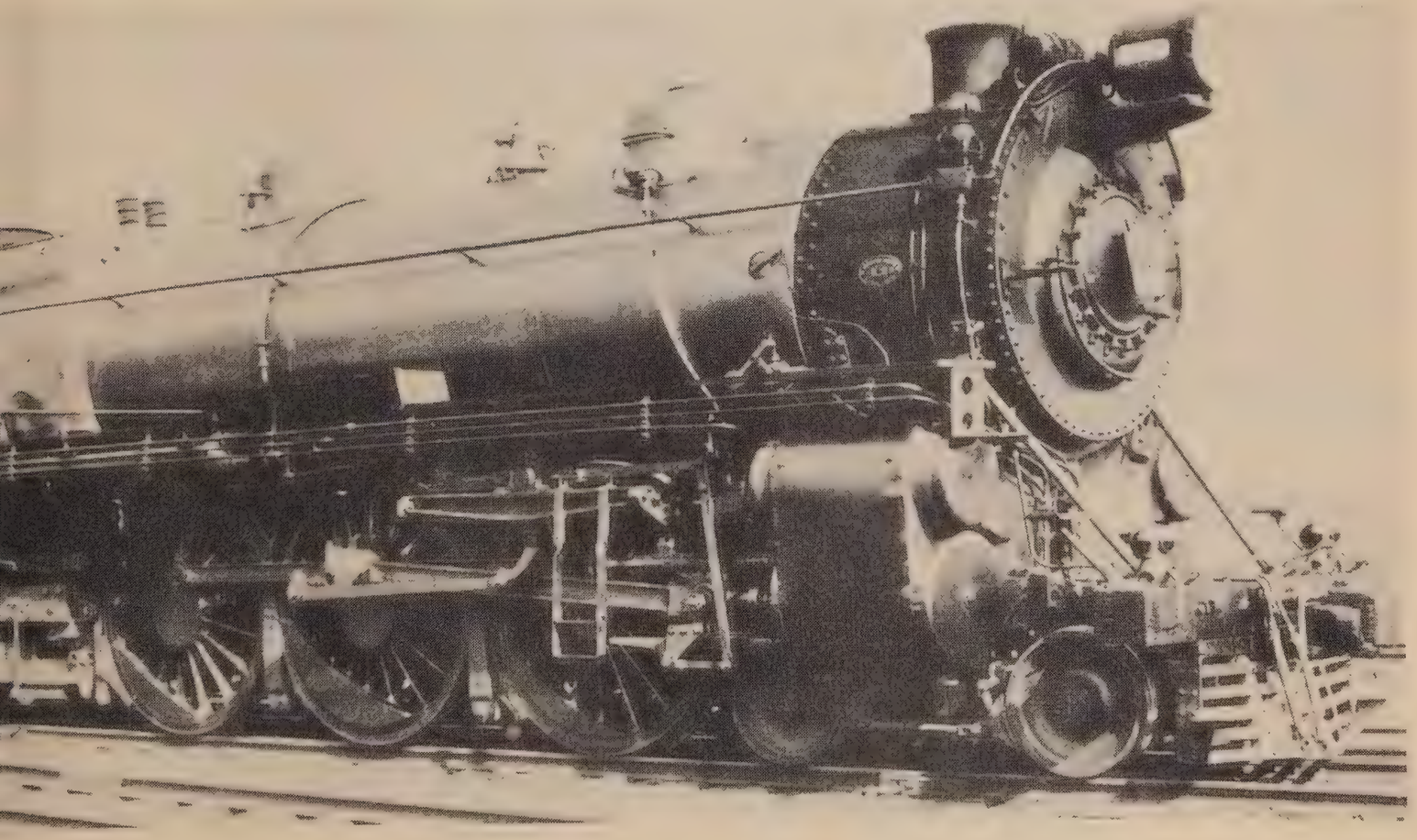
Photographed by Gary C. Allen

Burlington Northern No. 1769 and 1789 (both still carrying the Great Northern goat on their sides) have finished their day's work on the former Spokane & Inland Empire interurban line trackage. They are crossing the wooden trestle at Viola, north of Moscow, Idaho, in June '70.

Donald C. Dietrich, 9508 15th Ave., N.E., Seattle, Wash. 98115

Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

This class K2s locomotive No. 9999 had the highest number of any engine on the Pennsy. She was built at the Juniata Shops in 1911 and is believed to have run on the Eastern Ohio Division after Oct. 1, 1945. Her sandbox is the same type as those used on K4 locos; it may have been built that way originally.



Amador Central
UNION
PACIFIC
UP

On the Amador Central

Baldwin No. 9, one of Amador Central's two locos, crosses sun-specked Mother Lode country on daily round trip between Martell and Ione, Calif.

Henry W. Brueckman
Box 1545, Vallejo, Calif. 94590

Eastbound Denver & Rio Grande Western freight snakes through a canyon near Castle Gate, Utah, in May '70.

Photos on this page by Elmer Treloar, 101 California St., Highland Park, Mich 48203.

Paddlewheel Canadian National carferry *Landsdowne*, laden with boxcars, is about to arrive in Windsor, Ontario. She is crossing the icy Detroit River with Detroit skyline as background.

Three Photographs by the Treloars

Elmer's wife took this picture of a Southern Railway freight heading south over the New River bridge at New River, Tennessee.
Photograph by Elsie Treloar

SANTA FE'S SUPER STEAM POWER

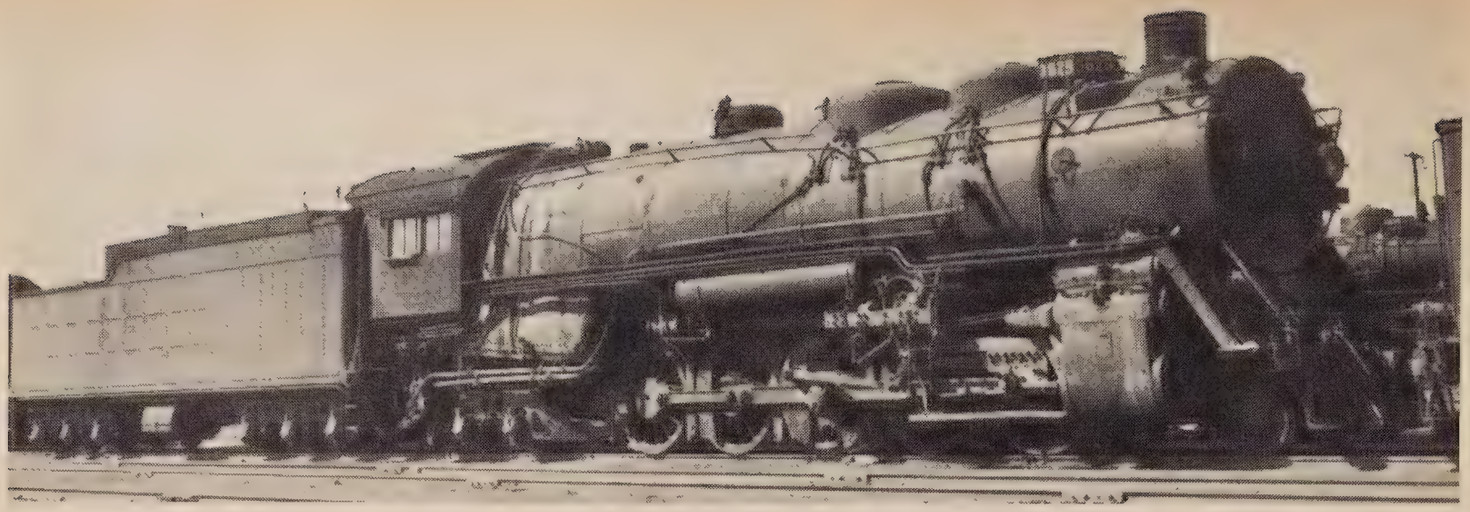
by Bert Pennypacker

THUNDERING across vast emptiness of the hot Arizona desert, Santa Fe's huge No. 3771 maintained a steady 90 miles per hour as she hurried *The Chief* toward Los Angeles. The handsome Baldwin 4-8-4 boasted such a mammoth boiler that her engineer had to lean out the cab window to get a clear view ahead. Dwarfed by the boiler, her driving wheels didn't seem nearly as large as their 80 inches, while the tender, rolling upon 16 wheels, more than equalled the size of two large boxcars.

As the 3771 began the long ascent over the Arizona Divide on a steady 0.6 percent climb, the tempo and depth of her roaring exhausts varied only slightly and the speedometer needle stayed above 75. This was, indeed, modern steam railroading at its finest. Even more important, it marked an achievement in long-distance, extended running that equalled the much-overrated endurance and stamina of the diesel.

The 3771 had coupled onto *The Chief* in Kansas City, highballed

"Chief of the Stormy Desert," painted by Otto Kuhler
K-Z Ranch, Pine, Colo. 80470



America's first 2-10-4 type came from Baldwin in 1919 when a 2-10-2 was fitted with a four-wheel trailing truck.
Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

through the plains states, stormed over the Rockies at Raton Pass, and was now crossing the great Southwestern Desert. Ahead lay the Mojave Range, the famous Cajon Pass, and finally Los Angeles. On this daily through run, Santa Fe 4-8-4's covered 1774 miles and were operated by 12 different engine crews en route.

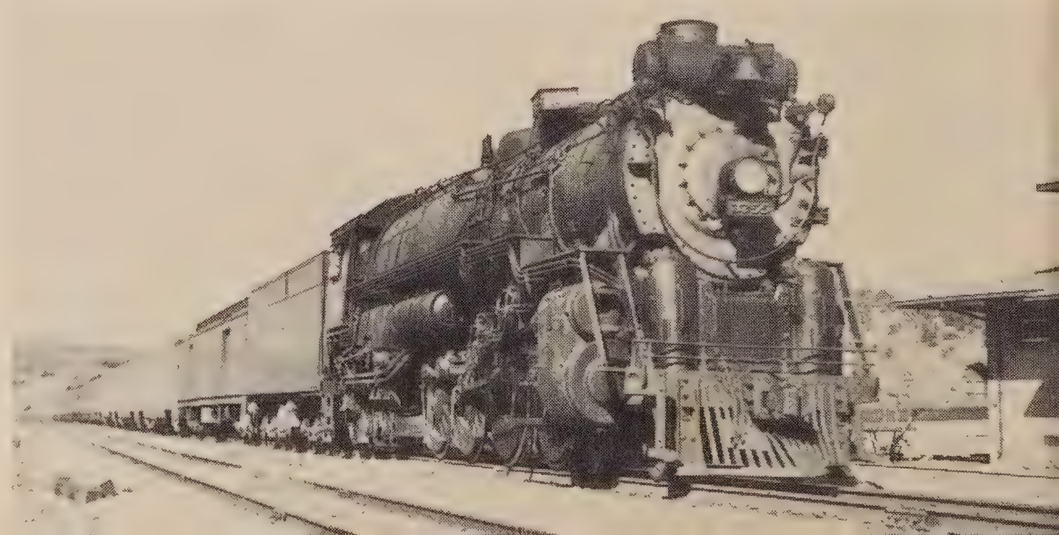
Experienced mountain hoggers seemed to have little trouble with slippery adhesion problems, despite the 4-8-4's gigantic drivers and peppy 300 pounds boiler pressure. I personally recall seeing one of them, without a helper, take 12 cars up the grueling 2.2 percent grade from San Bernardino to Summit, Calif., via Cajon Pass.

Back in the days when they helped the shiny new diesel streamliners up this grade, I once observed an eastbounder limp into San Bernardino with two of its three diesel units shut down. The usual 4-8-4 backed on and simply waltzed out of town and up to Summit as though all three units were operating! And that's not all. The big steamer stayed right on the train, pulling diesels and all to Kansas City!

Mountain crews had no monopoly on operating skills, either. It took an especially tough breed with plenty of guts to put trains across the almost endless miles of desert trackage. As one grizzled desert runner put it, "Those engine cabs seemed like a taste of Hell, with heat from 300 pounds of boiler pressure and a cruel hot sun overhead. Wind stirred up by fast running helped to relieve the discomfort, but often we felt that we were either being simmered, fried, or boiled alive."

Aside from high mesa ranges in the far-away distance, scenery as such simply didn't exist in the desert; everywhere looked much the same. All you

Collection of Harold K. Vollrath, 8938 Maple Dr., Shawnee-Mission, Kan.
(Above), Unexpected "foreigner" No. 5013, a 2-10-4 on lease to Pennsy, hauls coal to Sandusky, Ohio. (Below), Northern 3755 heads *The Chief* through Nelson, Ariz.



had to watch from the cab were two shining ribbons of steel stretching ahead.

Like most Santa Fe steam power, the mighty 4-8-4's burned fuel oil, their tenders carrying 7000 gallons plus 24,500 gallons of water. Oil firing helped to establish the extended through runs, since it obviated the difficulty of on-line ash disposal. But monumental problems of water supply in the desert harrassed the Santa Fe even more than other roads. Tank cars had to be used for water supply. This, unfortunately, speeded the switch to diesels, especially west of Belen, N.M.

"I've ridden the cabs of many oil-fired engines and found only two that didn't steam well," recalls S. Kip Farrington, author of the book *Railroading From the Head End*. "Firing them is an easy job, but it required special techniques not found in coal burners."

He probably referred to a properly adjusted firing valve, wherein the absence or presence of enough heat can be an almost instantaneous factor. Many a hapless greenhorn fireman suddenly found himself in a precarious position after he had cut back a bit too far on the firing rate, and a cooling firebox had sent the steam pressure skidding. As anyone who has ever fired an engine knows, there's nothing like low steam pressure to make you nervous and have the hogger breathing down your neck. Referring again to the 3771 as she pulled *The Chief* across the Arizona desert, another quirk of oil firing became apparent.

"She's not steaming well and the pressure's taking a nose dive!" bellowed a hogger as he glanced across the cab at the fireman and gestured toward the gage needle pointed at 255.

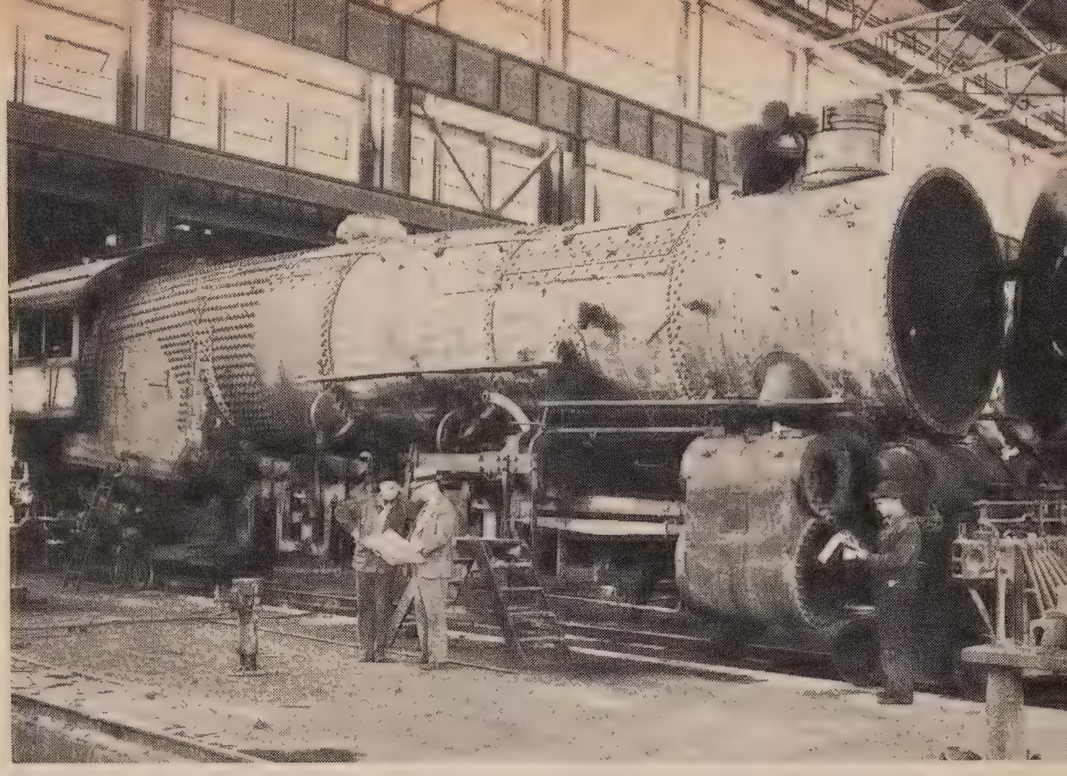
The left-hand man checked his firing valve, slowed his feedwater intake, and checked the water level in both glasses. Then he tried the gage cocks to make sure the water level was correct.

"OK," he replied," I guess she's clogging up and needs dusting out."

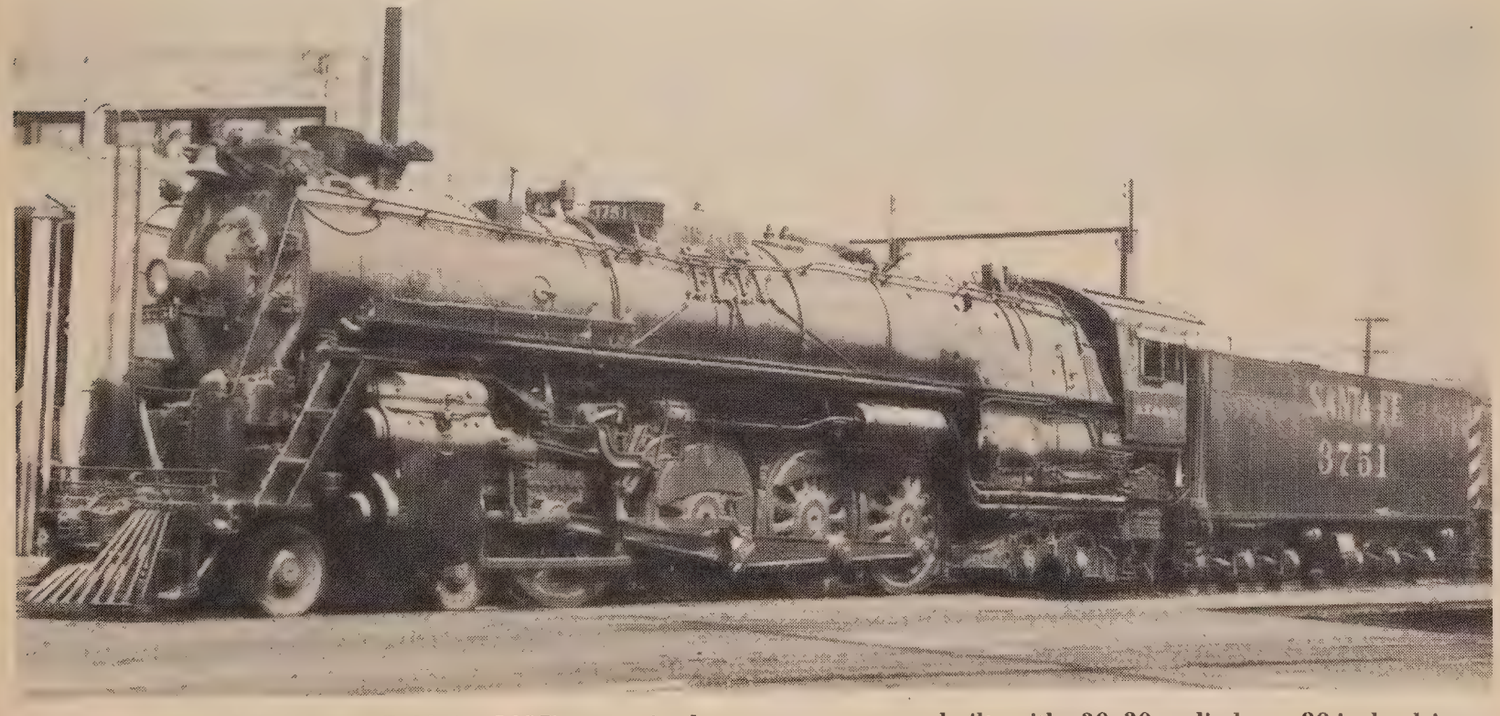
After adjusting a damper to sanding position, he grabbed a scoop and poured sand into the firebox. An oily residue had built up in the flues, slowly choking off the draft and steaming efficiency. The remedy was sand. As the fireman dribbled it on, thick black smoke puffed from the stack. The sanding operation continued until the stack cleared, signifying clean flues.

"She's got a clear exhaust," reported the runner, who had been watching the stack. Almost as if by magic, the steam pressure began inching upward.

Santa Fe's introduction to super power occurred in 1927 when Baldwin delivered the 3751, an experimental 4-8-4 with 73-inch drivers for heavy pulling. The big brute was assigned to



One of Santa Fe's large steam locos gets stripped for repairs at ATSF Shops.
Santa Fe Railway photograph



Santa Fe's first 4-8-4 type (Baldwin 1927) seen in late steam years, rebuilt with 30x30 cylinders, 80-inch drivers.
Photograph by Bert Pennypacker

the road's toughest mountain division, between La Junta, Colo., and Albuquerque, N.M. That 346-mile run hurdled the Rockies on a 3.3 percent grade up Raton Pass to an elevation of 7622 feet above sea level.

Competing with the 3714, a seven-year-old 4-8-2, she set new records for power, endurance, and economy, taking nine heavyweight cars over the grade without a helper. This resounding success led in 1928 to the purchase of 13 near-duplicates from Baldwin. However, the 4-8-4 remained nearly a decade away from its truly high-speed and long-distance potential, since conservatively-sized 73-inch drivers and high-capacity boilers were utilized mostly for heavy mountain work.

By the late 1930's, diesel streamliners had not only caught the fancy of the traveling public but also had pleased the operating department with their ability to run between Chicago and L.A. without change. So in 1937, Santa Fe men decided to extend steam locomotive runs. After all, a modern 4-8-4 should make a good showing in competition with a tin-clad diesel. The 3751-3764 series began running through between La Junta and L.A., 1234 miles, and did a superb job, despite their 73-inch drivers. Nine crews handled the throttle on trains 7 and 8, the *Fast Mail*, and 19 and 20, *The Chief*, handling 12 or more cars at a time.

This feat was all they needed to spur the development, in 1938, of the super 4-8-4 with 80-inch driving wheels. Nos. 3765-3775 came from Baldwin. Then, as World War II clouds darkened in

Common sights on the Santa Fe during the days of steam: (left), taking on water at busy Ottawa, Kan., yards, interchange point with the Missouri Pacific; (above), we see hostler Noble Rudder fueling engine No. 3115 at Arkansas City, Kansas.
Both photos courtesy of Santa Fe Railway

1941, numbers 3776-3785 were added. Previously, Chicago-to-West Coast runs had required four engines, but with the acquisition of these super 4-8-4's, only two were used. The change point became either La Junta or Clovis, with big 4-6-4's east and the 4-8-4's west of these places.

Renovation of the breed came when motive power men realized that the original 14 engines were suffering a handicap due to small drivers. So the locos were fully rebuilt with new cast-steel underframes, lengthened boilers, and 80-inch drivers. By 1942, the fabulous 4-8-4 reached its ultimate goal of running through without change between Kansas City and L.A., 1788 miles via Amarillo, Texas.

The final batch of 4-8-4's showed up as war babies in 1943-44 because Santa Fe couldn't get the diesels it wanted. As a wartime result of alloy metal shortages, steamers 2900-2929 had to be built with carbon steel, giving them an impressive weight of 510,700 pounds, the heaviest of their type in America.

Although a 4-8-4 equipped with 80-inch drivers is a colossus of passenger power, the ambidextrous Santa Fe concept made dual-service engines out of them. When one locked coupler knuckles with a freight, perhaps a hotshot reefer block, this potent power plant was guaranteed to eat up the miles at a dizzy pace. If any hobo latched onto a freight car behind a 4-8-4, he got where he was going in a hurry, but he quickly learned to maintain a secure grip; otherwise he might not have lived to recollect the thrilling ride.

Looking like an Egyptian tomb uncovered after 4,000 years (top photo), Santa Fe 2-10-2 No. 3834 was lost 14 days until crewmen located her under 20 feet of mud. This was Oct., 1932, after a flash flood at Woodford, Calif., swept loco into a ravine. (Lower photo) wrecking cranes start to lift her so tracks can be laid underneath. Engineer escaped wreck unharmed.

High-wheeling Hudson No. 3463 pulls train 28 near Kansas City, Mo. These engines used to run through from Chicago to LaJunta, Colo., a distance of 991 miles. In 1937, a sister engine, No. 3461, went from Los Angeles to Chicago, setting a record.
Wesley Krambeck photo

They called streamlined Hudson 3460 the "Blue Goose." While fat and overly bulky in appearance, her coloring and stainless steel decorations were a joy to behold. She was scrapped long ago.
Photograph by Bert Pennypacker

Although Santa Fe acquired a group of ten medium-sized 4-6-4's as early as 1927, its mammoth version of that type came from Baldwin a decade later. Nos. 3460-3465 had 300 pounds of pressure and 84-inch drivers, a trend of that period. The first one, 3460, had bulky-looking but handsome streamlining and was painted light blue and white with stainless steel trim. Santa Fe men dubbed her the "Blue Goose." Designed to complement the 4-8-4's on easygoing flatlands of the plains states, the big Hudsons often took passenger trains from Chicago to La Junta, 991 miles. Then a 4-8-4 completed the run to the West Coast.

The 3460 class seldom got to the Far West. However, on December 12, 1937, Santa Fe men set about proving that Hudson 3461 could match the diesel and wheel a train right on through from Los Angeles to Chicago, 2,224 miles without change! The record run occurred under ordinary operating conditions with a regularly scheduled train and no elaborate preparations. That in itself made the feat even more significant.

Ready to begin her record run, the 3461 stood in L.A. Union Station coupled to train 8, the *Fast Mail*, composed of 12 regularly assigned cars plus a dynamometer car. The highball was swung. Her sharp exhausts boomed out in defiance to distance and time, almost seeming to say: "I can do it. Chicago, here I come!"

Each of the 14 crews that handled her gave the big girl just a bit more care than usual. At each division point, the comments exchanged between finishing and relieving crews gave no hint of mechanical difficulties. This attested to the know-how of both builder Baldwin and operator Santa Fe.

"She's steaming fine, her bearings are running cool, she's in fine shape" and "We dusted her out for you" were some of the remarks.

Train 8 blasted up the 2.2 percent grade through Cajon Pass with a hefty 4-8-4 helper leading the way. Back in the early 1900's the Santa Fe had conquered Cajon with super power of an earlier era—long, lean-boilered, compound Mallets—4-4-6-2's for passenger; and lumbering 2-10-10-2's for freight. But the modern steam years saw mostly 4-8-4's and heavy 2-10-2's.

The 3461 also got helpers from Los Angeles to Upland and from Ash Fork to Williams, Raton to Lynn, and Lamy to Glorieta. For more than two days she hurried eastward across parched lands, over rugged mountains, and through the plains. To keep going, the 3461 devoured 20,450 gallons of fuel oil and 208,450 gallons of water. Oil supplies were replenished five times en route, water 18 times.

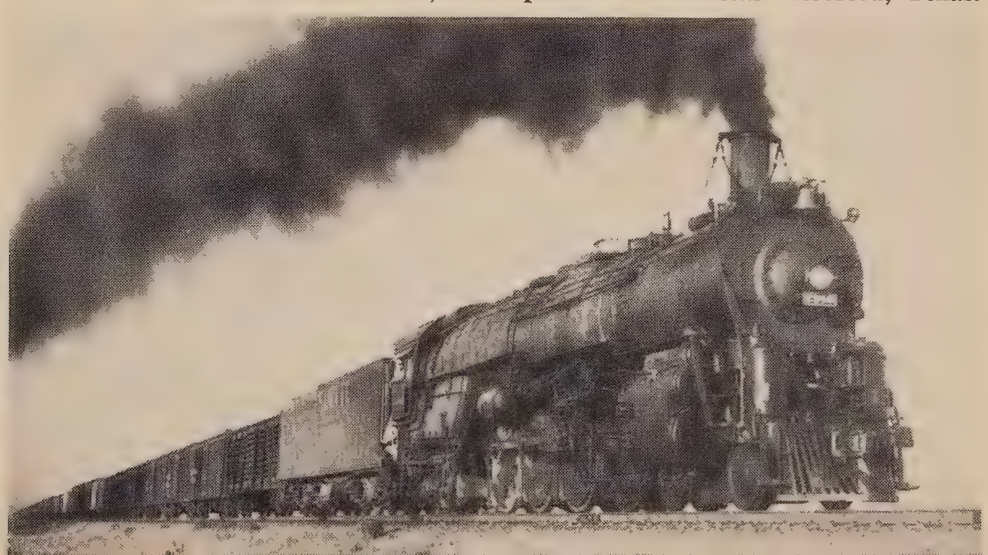
Several enginemen had difficulty in starting train 8 because they did not have the "feel" of a high-powered machine with huge drivers like the 3461. But with help from the road foremen of engines riding the cab, they soon learned the knack of making a very slow start and latching her out with no slipping after attaining a certain speed. She strode over Raton's 3.3 percent ramparts with a brace of thundering 2-10-2 helpers shouting defiance to the Rockies; but on level and high-speed iron, she easily hit a steady pace of 90.

The climax came when train 8 eased gingerly toward the bumper block and stopped in Dearborn Station, Chicago, where officials and news reporters were gathered. The 3461 had left L.A. exactly 53 hours and 40 minutes earlier. They said she'd be ready to go right back after routine servicing. Of the total elapsed time, 4 hours and 35 minutes had been spent at station stops. The average overall speed was 45 m.p.h.

While the record run left little doubt that the big Hudson could succeed, the rough terrain west of La Junta was definitely better suited to the higher capacity of 4-8-4's. This fact hastened the acquisition of that type a few months later.

Turning now to the third and final phase of Santa Fe super steam, the 2-10-4 type had a strange story. It began in 1919 when an experimental

Collection of Harold K. Vollrath
Stack hood raised for better draft, 2910 pulls 113 cars near Hereford, Texas.



Santa Fe roundhouse crew services engine 1340. From Santa Fe archives

four-wheel trailing truck was applied to No. 3829, one of a large group of 2-10-2's being built by Baldwin. This application had little real significance, even though it did represent America's first Texas type and the earliest successful use of such a truck on a large engine.

More than a decade passed. Then in 1930, Santa Fe bought another 2-10-4, this one of ponderous size and superpower capacity. The men called No. 5000 "Madam Queen," and rightly so, for she outran and outpulled the 2-10-2's by a good margin while consuming 17 percent less fuel. Ordinarly, such a winner would be duplicated quickly, but the Depression was on and even a fat cat like Santa Fe felt the pinch. So eight years passed before any more were ordered.

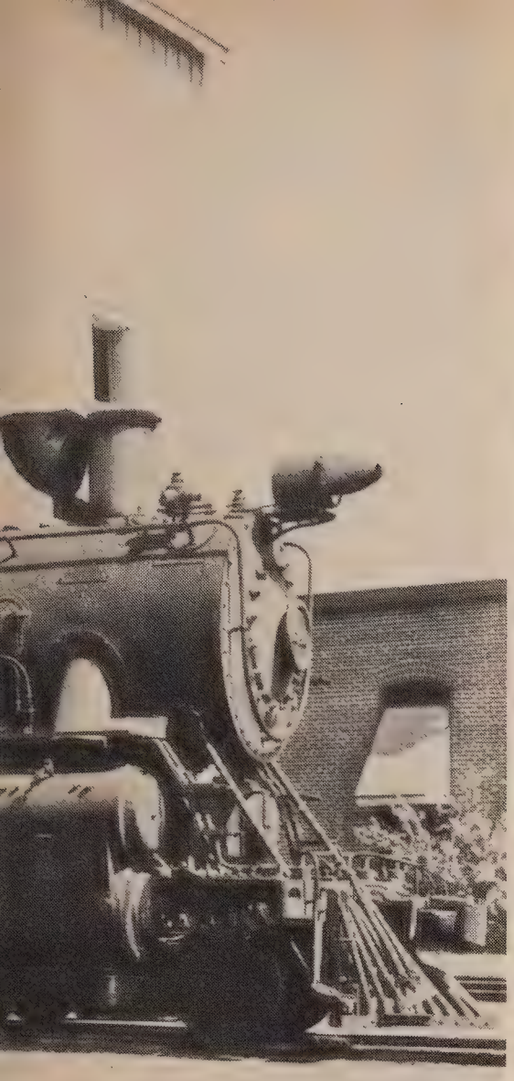
Coupled with its acquisitions of Northern types in 1938 and '44, Santa Fe finally achieved a fleet status with Texas types numbered 5001-5010 and 5011-5035. Nowhere else had there been created a more ponderous, yet fleet-footed, monster with 74-inch drivers, the largest ever applied to this type. A pressure of 310 pounds drove the huge 30x34-inch cylinders with such force that the highest piston thrust ever recorded, 219,000 pounds, made necessary the use of 15-inch axles.

But they did a good job of wheeling hotshot freights across the rough New Mexico terrain from Belen and eastward as far as Waynoka, Okla., via Clovis. They also worked up to La Junta and often helped diesel streamliners up the Raton Pass grade. The longest 2-10-4 through runs of six divisions was not quite as lengthy as 4-8-4 through-freight runs which sometimes spanned eight divisions from Argentine, Kan., to Belen, 877 miles.

At some crew change points, the deft Santa Fe men executed a non-stop maneuver whereby the outgoing crew slowed the hog to about 10 miles an hour and unloaded. The crewless engine then drifted toward the relieving crew, who stood poised and ready to board her on the fly. With a fresh crew, the throttle was latched out and speed picked up quickly—a clever way to save time and keep 'em rolling.

But with steam power on the wane in 1956, a dozen 2-10-4's suddenly assumed the strange role of being leased to the Pennsy. From April to December they worked out of Columbus, Ohio, hauling coal trains over the Sandusky branch. According to Al Staufer, publisher of my *Pennsy Power* books, who lives near Medina, Ohio: "These big Santa Fe engines created

A rare view of No. 1301, a 4-4-6-2 Mallet. Engine was later rebuilt by Baldwin into a Pacific type in 1909, renumbered 1399.



The vast erecting floor of Santa Fe locomotive shops at height of steam days.
Santa Fe Railway archives

quite a stir when they began running through the area. Ohio farmers looked almost in disbelief when they first saw the big *Santa Fe* name painted on the tenders."

"When those Santa Fe 5000's showed up at Columbus, most of the enginemen wanted to try their hand at running them, but soon found it was a ticklish job," explains Ralph Dietz, a veteran Pennsy hogger. "Our men were used to hauling out on the throttles. Our 1sa and J1 classes simply dug in and moved away with a long tonnage drag. But the Santa Fe hogs, geared for high speed and horsepower, required a special technique in starting.

"Once under way, they could really go. They achieved faster speed than our own engines, and the men liked them a lot, but the hostlers at Columbus soon learned, through a serious mistake, that you couldn't couple them nose-to-nose. The long slender bar pilots extended out too far, and they smashed two of them to find this out. Most big Santa Fe power had frail, skeleton-like pilots which looked nice. Apparently they had little trouble with grade-crossing accidents, otherwise they'd have used the heavy cast-steel type."

By November, 1959, all 65 of the Santa Fe's Northerns, 36 Texans, and six Hudsons were gone. Steam power had been dead for two years. Super power represented the road's highest steam achievements as well as its last steam to be acquired. Some engines were donated for permanent display. As long as they still remain, it will be possible to see the glorious manner in which Santa Fe once wheeled its trains.

Super Power on Display

The Santa Fe probably gave away more retired steam locomotives than any other road. The following list of where you can still see the super power may be slightly incorrect by today's status, due to deterioration and a high mortality rate among locos displayed outdoors, but here's where they went originally:

Hudson (4-6-4) type: 3463 Topeka, Kan.

Northern (4-8-4) type: 2903, Museum of Science and Industry, Chicago; 2912, Pueblo, Colo.; 2913, Fort Madison, Iowa; 2921, Modesto, Calif.; 2925, held by ATSF (who can supply details?); 2926, Albuquerque, N.M.; 3751, San Bernardino, Calif.; 3759, Kingman, Ariz.; 3768 Wichita, Kan.

Texas (2-10-4) type: 5000 ("Madam Queen") Amarillo, Texas; 5011, St. Louis Museum of Transport; 5017, National Railroad Museum, Green Bay, Wis.; 5021 Belen, N.M.; 5030 Santa Fe, New Mexico.

Al and Mary Langley relax in their living room, surrounded by railroadiana.
Photograph by Philip R. Merry

Interesting Railfans Number 98

ALBERT M. LANGLEY, Jr.

by Freeman Hubbard

ONE FACT sets him apart from the other 97 hobbyists honored so far in this series. Besides being a devoted railfan himself, Albert Mountain Langley, Jr., has a comely, little, hazel-eyed wife, the former Mary Lee Westbrook, who is equally active in the hobby. Together they form a team. Both belong to the Augusta Chapter of the National Railway Historical Society, to which they give considerable time, effort, and skill.

Each month for years, among other jobs, they put out *The Cinder Snapper*, the chapter's 7-page illustrated and mimeographed bulletin. Al was the editor, Mary Lee managing editor. But effective last December, Jack Parker took over the editorship from the overworked Al and Mary Lee. Both Langleys shoot train photos. She runs errands for the chapter and handles much of its correspondence.

"Usually," Al says, "we spend about two hours an evening on rail-oriented projects, sometimes working until the wee hours of morning on fantrip publicity for 50-odd newspapers and magazines. More than once we have gone without sleep for 48 hours while perfecting excursion details, tending to the little things which help to determine how successful a fantrip will be."

The Langleys were very busy at the time they supplied the data for this article. They had nearly completed *The Cinder Snapper's* next issue and were editing and printing another chapter publication, *Railfan Guide to South Carolina,* a 50-cent booklet by J. E. Parker.

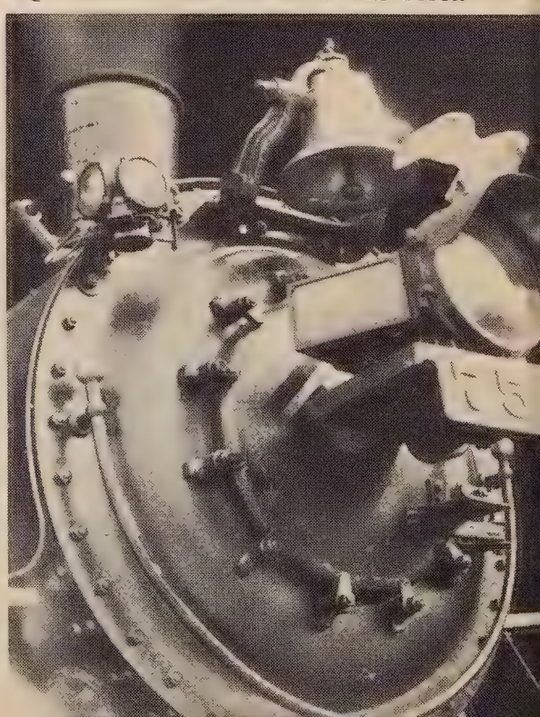
"In addition," Al tells us, "we were repainting the famous old depot at Hamburg, S.C., issuing press releases, and planning the dedication of the South Carolina Canal & Rail Road—the route over which the *Best Friend of Charleston* pulled pioneer trains—as a National Historic Civil Engineering Landmark. Later, during the ceremonies, some 10,000 people visited our chapter's depot museum and the replica of the *Best Friend.*"

The story of the old SCC&RR and its *Best Friend* is told in a 26-page booklet, written jointly by the Langleys, published in South Carolina's tricentennial year, and available at $1 from the chapter (Box 725, Augusta, Ga. 30903). "Of all man's mechanical inventions," the booklet states, "none has contributed more to the development, heritage, and folklore of this great nation than the steam locomotive."

Al is a full-time telephone company switchman. His wife keeps house. Together they also run a business of their own, Promotions Unlimited, which prints calendars and postcards, make commercial photos, supplies ad copy and design, and sells mimeograph and mailing services.

But that isn't all. They buy, sell, and trade railroadiana. Their list includes pix, slides, negatives, public and em-

Photo by Albert Langley, Jr.
This shot of ex-S&A 750 is one of Al Langley's favorites. He calls the loco "Queen of the Southern Steam Fleet."



Al's wife is a fine photographer, too. We see the "Aiken-Augusta Special" bound for 1970 NRHS Convention at Charleston, S.C.
Photograph by Mary Lee Langley

Paul Merriman's 2-8-2 No. 4501 (ex-Southern Railway) heads out of Asheville, N.C., station on May 31, 1970.
Photograph by Albert Langley, Jr.

ployee timetables, *Official Guides,* books and magazines, travel brochures, tickets, postcards, train orders, and playing cards. They also deal in dining-car china and silverware, trainmen's buttons, hat plates, badges, and switch keys. Likewise lanterns, headlights, locomotive bells and whistles, old car fixtures, and antique toy trains. (Their latest 16-page list may be had for 25 cents.)

Mary Lee fills the mail orders. She says it's fun. They have no children—just Goldie, a lovable mutt.

May is their lucky month. Both were born in May—Al in 1942, Mary Lee in '43—and they married in May '64. (Maybe we should have saved this article for our May issue.) According to Mrs. Marion H. Walters of Mt. Pleasant, S.C., "Mary Lee had just about the most unusual wedding night in railfan history, spending much of the evening at the Atlanta depot watching Al take pictures of rail movements." Later they honeymooned in New Orleans, riding trolleys and Al photographing more trains.

Their first meeting was as fellow students at Augusta College in 1962. The girl had never ridden a train. Al remedied that defect in her background by taking her on a fantrip of the Atlanta Chapter, NRHS, which Mary Lee enjoyed so much that she has been a rail buff ever since. Both wear engineer's caps and pin-striped dungaree coats on fan excursions. The wife's knowledge of railroading is often a surprise to train crews.

There's a railroad tradition in Al's family. His paternal grandfather was a watchman on the Georgia Railroad and Albert, Sr., served as a blacksmith at the Augusta shops of the same road. No, he didn't shoe horses, you nincompoop; he put tires on steam loco wheels.

Raised in a rural locale near an old Georgia & Florida branch, the boy naturally became a railfan. Now a six-footer plus one inch, with mild blue eyes, he weighs about 185. His spouse is eight inches shorter and tips the scale at 125. Until recently, Al smoked a pipe, but decided to quit for health reasons. Mary Lee, of course, has never used tobacco. The husband is almost nervously energetic and eats fast; she is more leisurely. They both find pleasure in camping and water skiing.

"We own a truck," Al says, "and sometimes make rail jaunts in it. We've made several trips to New England and as far west as Colorado, camping and shooting train pix along the way. Our collection of about 6,000 negatives consists mostly of diesel or excursion-steam subjects, neatly filed and classified. The history of named passenger cars appeals to me very much. Among my dislikes are buffs who won't buy excursion tickets or contribute to groups setting up rail museums. Before chasing a fantrip with cameras by highway, my wife and I buy tickets and add them to our railroadiana. Somebody has to pay for an excursion."

Al is not interested in trick photography, but prefers conventional front-end angle shot of trains. His advice to inexperienced shutterbugs is to shoot from a low trackside stance, remembering to exclude undesirable backgrounds —for example, a telegraph pole that seems to be sticking out of a locomotive stack, or a conspicuous automobile or commercial sign.

Al is too shy to be a public speaker. He'd rather write a letter than bawl out somebody for an action he disapproves of. He admires his wife's willingness to use a hammer or paint brush in a railfan project without losing any of her dignity as a lady.

"She can don slacks, climb into an engine cab, and 'chew the fat' with the crew," writes W. F. Beckum, Jr., senior vice president and cashier of the Bank of Thomson, Ga., "or she can dress up and become a gracious hostess."

Mr. Beckum, himself a railfan, has known the Langleys for many years. "I first met Al one evening maybe 15 years ago when he came to my home to see my collection of Georgia Railroad photos and other artifacts. I recall his deep interest in those things and I sensed the resolution in his mind to build a railroad collection for himself. Today his home is a veritable railroad museum, from the old G&F milepost that serves as a gate-post at his driveway right on down to the Georgia Railroad cuspidor that sits under his TV set. In between, there is everything ranging from a richly furnished coach seat in the living room to a bunch of old switch keys hanging in a bedroom closet.

"Al has a way of getting things done and rarely overlooks a detail. He is also kind and considerate, a true southern gentleman. I have never known him to use strong language and he has always been a stickler for Rule G. The Augusta Chapter of NRHS would be lost without him. It was Al who formed a little group of enthusiasts under the name of Georgia-Carolina

Al Langley is shown with a portion of his extensive railroadiana collection.

Al, Mary Lee, and pet dog Goldie stand outside their home. (Right) Mary Lee with her dining-car silverware collection.

Rail Club in 1968 and led them through incorporation to become an active NRHS chapter. He, more than anyone else, persuaded the Southern Railway to donate a baggage car to the chapter. Then he rounded up the Saturday afternoon work parties that rebuilt the car's interior into what I believe to be the finest counter-type concession car on anybody's railroad."

William F. Geeslin, assistant vice president of the Southern Railway, says the Langleys have been quite active in the promotion and operation of steam trips in Georgia and the Carolinas. "If there's a steam trip in their locale," he adds, "you can be sure they'll be there in pin-striped caps, often after having spent half the previous night on last-minute details."

Al edited *Rulebook Timetable No. 1,* which deals patricularly with safety measures on railfan trips. The Southern's president, W. Graham Claytor, Jr., had his railroad's Safety Department review it, and then sent copies for distribution to all NRHS chapters in Southern Railway territory. Of all the *Interesting Railfans* we have written up over the year, Al's favorite personality is Mr. Claytor (Feb. '70).

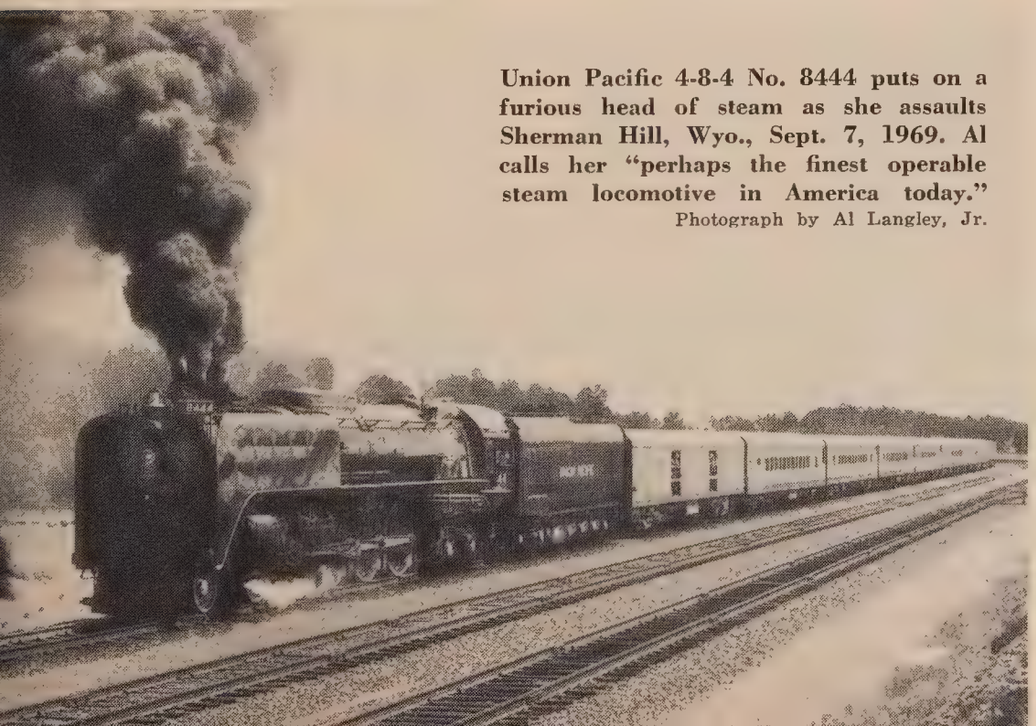
"In my judgment," he says, "Mr. Claytor has done more for the railfan movement in the South than have all of his predecessors in railroad management combined."

Last March, *Railroad Model Craftsman* carried an article by Al entitled "Let's Build a Railfan Car," and Audio Visual Design has published several of his color postcards, and he has written for NRHS's national *Bulletin.*

Railfan No. 98 states: *"Railroad Magazine* is not a cold, hard, factual magazine such as some of the fact articles you find in *Trains,* although the latter occasionally uses some human interest material. Each time I get a new issue of *Railroad,* I turn first to your *Interesting Railfans* article and then to the *Switch List,* after which I read the rest of the magazine."

Besides thousands of photos and negatives, the Langley collection of railroadiana includes a great many slides, about 4,000, public and employe timetables, travel folders, about 1,000 railroad postcards, nearly 50 switchmen's lanterns, three loco headlights, and about 75 pieces of dining-car silverware and flatware, and other hardware, in addition to an expanding railroad library that includes a set of *Poor's Manuals* complete from 1876 to 1920.

Mary Lee has shown good taste in working the railroad motif into the decor of the Langley home. A re-upholstered coach seat serves as the living-room sofa. Old platform stools, which passengers used in boarding trains, serve as hassocks, and the dining-car silverware is kept in an antique spool chest. The Langleys live at Route 1, Box 64-A, North Augusta, S.C. 29841. Rail buffs who visit them are made to feel at home—that is, when Al and Mary Lee aren't too busy on railfan projects, which is practically always. ●



Union Pacific 4-8-4 No. 8444 puts on a furious head of steam as she assaults Sherman Hill, Wyo., Sept. 7, 1969. Al calls her "perhaps the finest operable steam locomotive in America today."
Photograph by Al Langley, Jr.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1 ***What is a railroad "drop"?***

We get this answer from Arthur S. Class, 116 S. 12th St., Minneapolis, Minn.: "A 'drop' is the transfer of a car or caboose from one track to a parallel track via the crossover switch. It is a very difficult operation, involving skillful timing between the engineer and the switchman.

"The engineer starts the operation by putting the engine and car to be dropped in motion, at a speed of 10 to 15 mph. The switchman then cuts the car free of the engine. At that point, the locomotive's speed is sharply increased, and the engine races past the crossover switch. After the loco is past the crossover, the switchman quickly lines the switch for the diversion of the car onto the adjoining track. The engine is not crossed over, but remains on the track that the operation was started on. Any '100 percenter' can talk a drop or outline it on paper, but to actually make a successful drop is another story. I tried it once at my engineer's urging and failed. He told me that the old heads often fail also, and have to make additional attempts."

2 ***Why were the Pennsy T-1's retired?***

Designed for fast through passenger runs, 52 of these distinctive 4-4-4-4's were built. They were retired mainly because their streamlining made it difficult (and time-consuming) for anyone to inspect the valve gear; as a result, maintenance costs skyrocketed. Also, it was a very slippery engine. Lima proposed to reduce the rear drivers from 80 inches to 76. This would have made a larger rear boiler course for better water circulation in the boiler, and would not have allowed the drivers to get into phase, which was causing the slippage. T-1's were not popular with engine crews—air currents from the streamlining caused large amounts of dirt to flow into the cab. Engineers usually emerged after a run with their faces covered with soot. With the changeover to diesels in full swing, the Pennsy management decided to scrap them; none were saved.

3 ***What is the longest stretch of straight track in the U.S.?***

You might think it would be on flat desert land somewhere in the West, but it is 78.86 miles on the Seaboard Coast Line between Wilmington and Hamlet, N.C. The trackage formerly belonged to the Seaboard Air Line.

4 ***Where are the two Canadian Pacific 4-8-4's preserved?***

Mike Eagleson, who described the engines in his article on Canadian Pacific steam (Oct. '69), replies: "CP 3100 is displayed at Ottawa's National Museum of Science and Technology. No. 3101 can be found in Ipsco Park, two miles north of Regina, Sask. Both locos (class K-1) were built at Montreal's Angus Shops in 1928, the only 4-8-4's ever built by Canadian Pacific."

5 ***Did New York City ever have any double-decked trolleys?***

Yes. New York Railways No. 6000 made its debut on Broadway on Aug. 14, 1912. It was a stepless car, with the lower deck floor only 10 inches above street level. Despite the car's increased seating capacity, it proved unwieldy and was scrapped in 1924. Incidentally, Fifth Avenue used to have doubledecker buses, but they, too, were scrapped.

6 ***What can you tell me about Norfolk & Western's class Y-6b steam locomotives?***

Thirty of these compound Mallet 2-8-8-2's were built at N&W's Roanoke Shops, starting in 1948. The Y-6b had 58-inch drivers, a simple tractive effort of 152,206 pounds, and an engine weight of 582,900 pounds. They differed from Y-6a's in that circulators were used instead of arch tubes, and a three-unit feedwater heater was employed rather than the externally located combination unit featured in the Y-6a. These big locomotives were well-suited for coal-hauling and other freight service on the Pocahontas, Radford, and Shenandoah divisions where heavy grades made a high starting tractive effort a necessity. They were the last such types built by an American road.

7 ***Tell about the* Sunshine Special.**

This most famous of all Missouri Pacific "varnishes" started running as an all-steel train, Dec. 5, 1915, from St. Louis to Dallas, Fort Worth, Houston, Galveston, and San Antonio. It had the fastest schedule in the Southwest up to that time and the MoPac made wide use of the slogan "Out of St. Louis at sunset—into Texas at sunrise." On May 7, 1916, drawing-room sleeper service was inaugurated between St. Louis and El Paso, and many wealthy tourists as well as businessmen, making connections from New York, flocked aboard. Soon, the train became known as the "Aristocrat of the Rails." In Oct. '27 its observation platform was removed and a sun room was added to the lounge cars. The *Sunshine Special*'s high point in patronage came in July, 1943, when it attracted 44,635 riders. The inauguration of *The Texas Eagle* in Aug. '48 cut into business, however, and the *Sunshine Special* name disappeared in 1955. Now, as last month's *Passenger Train Survey* reported, the *Texas Eagle* no longer runs in Texas.

8 ***Were locomotive boilers ever completely welded?***

Yes. American Locomotive Company pioneered in this area and remained the only loco builder ever to manufacture all-welded boilers. It achieved this distinction because it owned the only stress-relieving furnace especially designed for making such boilers. Chief advantage of the all-welded boiler was that, by eliminating riveted joints, it did away with seepage. Also, the lack of boiler leaks removed the possibility of cracked metal sheets, thus cutting down on maintenance costs. The first locomotive with an all-welded boiler saw service on the Delaware & Hudson in the autumn of 1938.

9 ***Do you know of any poems about silk trains?***

We know of only one, entitled "The Silk Train," author unknown.

Highball! Highball! She is on her way,
Out of the yards in the twilight gray,
Gathering speed at each turn of wheel,
Pounding impatiently over the steel,
Her headlight dimming the light of the stars
That, wondering, gaze on the thundering cars.
Clear of traffic the rails tonight,
For nothing may dare delay the flight
Of a train of silk from Frisco.

Pounding hard up the mountain steep,
Drifting down through gorges deep,
Making the walls of the canyon ring,
As the shriek of the whistle goes echoing.
Highball! Throw the levers, the tracks are clear.
The precious cargo is near—is here!
The mountains crossed, her dangers done,
She throbs with pride at the end of the run—
A train of silk from Frisco!

Running Extra

Answering an item in last month's department, Roger Arcara, 1432 Leland Ave., Bronx, N.Y. 10460, says the busiest stretch of U.S. mainline track is the Penn Central route between New York and Philadelphia.

In Nov. '70 issue, a reader with a lantern marked MWSE wanted to know what road that was. According to Kirk F. Hise, 510 West St., Genoa, Ohio 43430, it was the Metropolitan West Side Elevated Ry., an electric line organized in 1899 which ran for about 6½ miles westward from the Board of Trade Building in Chicago. Kirk also answers Tom Mullahoy's item in the same issue: C&PS was either the Columbia & Puget Sound (later Pacific Coast Co.) or the Cicero & Proviso Street Ry., later to become part of Chicago Consolidated Traction.

Kirk wants to identify a switch key he owns marked CD&F R.R., with T. Slaight, Newark, N.J., on the reverse. Can any reader help?

What became of Valley Forge Scenic Railway and its equipment?—Myles Schlosser, 111 Main Blvd., Allentown, Pa. 18104.

I plan to publish a roster of all Reading steel passenger equipment, and need photos of old cars plus pix of equipment in use on Korean National Railways, National Railways of Mexico, Boston & Maine, and Maine Central.—Robt. Eastwood, Jr., P.O. Box 41, Huntingdon Valley, Pa. 19006.

What is the color scheme of the Detroit & Mackinac?—Bill Van Beels, 128 Glen Ave., Midland Park, N.J. 07432.

The *Marketer* and *Merchandiser*, two Seaboard Air Line through freights, pass near Hamlet, N.C., in 1952 on the longest stretch of straight track in U.S.

A question about Philadelphia trolleys comes from Frank De Graconio, 81 Van Cortlandt Park Ave., Yonkers, N.Y. How many streetcar routes there are in that city, including route numbers and street names?

Many years ago, the Erie carried almost all of the "auction fruit" bound for New York City. Does the EL have any of this business today? Also, what is the status of EL's ferryboats, now that service has been abandoned?—Francis Freeland, P.O. Box 143, Canisteo, N.Y. 14823.

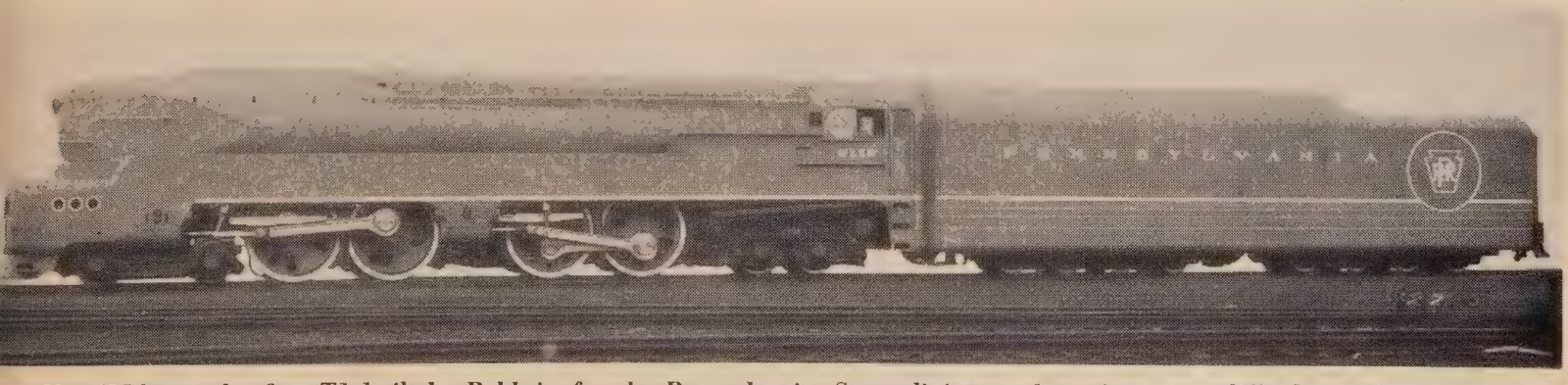
I want a list of motels or tourist courts which use Pullmans, dining, or observation cars as part of their operation, as I plan on staying in one of these when I travel this summer.—Alvin Bloodworth, cartoonist, 4145 N. Irving, Kingman, Ariz. 86401.

A reader interested in passenger terminal operations is Robert Clark, 6552 Belle Glade Ave., San Diego, Calif. 92119. Bob wants info. on sub-yards and how they handle different types of cars and reassemble them into trains; also, how terminal operations of the 1920's with heavyweights and variable consists differed from streamlined cars and fixed equipment patterns of the 40's and 50's.

How often must railroad watches be inspected and how precise must they be?—Joseph Wujek, Jr., 440 Laguna Court, Livermore, Calif. 94550.

Errata: Oct. '70, page 21 and 31, should read Owego, not Oswego. ●

Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018



No. 6110 was the first T1 built by Baldwin for the Pennsylvania. Streamlining made maintenance difficult on these locos.

PASSENGER TRAIN SURVEY

Jan. 3, 1970: The day before last run of Erie Lackawanna's *Lake Cities*. Train is eastbound out of Roseville Tunnel, N.J.
Bill Botkin, 13 Columbia Road, Convent Station, N.J. 07961

THE FIRST legal action brought under the recently signed "Railpax" bill resulted in a Federal court issuing a temporary restraining order against the Union Pacific's effort to discontinue certain passenger operations.

Initiated by the National Association of Railroad Passengers and joined in by the Brotherhood of Railway and Airline Clerks, the action specifically prevented the UP from transferring the eastern terminus of its *City of Kansas City* trains from its Kansas City (Mo.) terminal to the Kansas City (Kans.) station at 12th and James streets. The UP had scheduled the change for Nov. 10th, but the restraining order was issued at 8 p.m. on Nov. 9th, four hours before the deadline.

The trains in question operate daily between Kansas City, Mo., and Denver and Cheyenne. Some cars go through to Los Angeles and San Francisco. NARP is a non-profit consumers body with about 7,000 members. It played a leading role in furthering the Railpax legislation. Its address is 41 Ivy Street, S.E., Washington, D.C. 20003.

NARP argued before a Federal district judge (who signed the restraining order) that the UP's proposal was contrary to the intent of Congress in passing the Railpax bill. NARP claimed that Congress intended all intercity service to be maintained until studied by the Department of Transportation for inclusion in a new rail passenger corporation created by the bill.

Its chairman, Anthony Haswell, contended that the proposed change in stations would cause inconvenient connections with Santa Fe and Missouri Pacific trains using the present terminal. Passengers would face the inconvenience and expense of traveling by bus or cab between the stations.

Penn Central is using 50 newly refurbished commuter cars, acquired by New York State for its Hudson and Harlem divisions. Bought from five other roads, they include 42 coaches, seven coach-snack cars, and one bar car.

Southern Pacific's first dome-lounge, No. 3600, was stripped of parts and sent to National Metals Co. at Benecia, Calif., for scrap, reports Richard Sievers, Glendale, Calif. Although the domes, which went to 3606, see service only during summer season, they are in bad shape mechanically; 3605 spent more time last summer in the shop than on the road. The domes usually run on the *City of San Francisco* and *Coast Daylight*.

The first westbound passenger to travel cross-country by utilizing a new rail service which makes it a through

trip is Miss Cecelia Lingelbach, who retired last fall from 31 years of Federal service. She journeyed from Washington, D.C., to Los Angeles via New Orleans without changing sleeping cars.

When she boarded a Southern Railway train to begin the trip at night, flash bulbs popped and a Southern executive pinned a badge on her proclaiming that she was "Number One." Arriving in Portland, where she will live permanently, she was met by her brother, George Lingelbach. The no-change service had not been offered for 14 years. It is operated jointly by Penn Central, the Southern Railway, and the Southern Pacific.

"The trip, the service, the food and the whole experience, couldn't have been nicer." she says.

One of the railroad's legendary laments is that freight revenues must cover passenger train losses. It's interesting, therefore, to note that Flying Tiger Line now charges that air passengers are subsidizing freight losses.

What happens to a passenger train when it is ridden by a President of the United States? *Railway Age* answers this question by describing the *Metroliner* as it pulled out of Washington's Union Station some time ago with President Nixon aboard:

The last car of the four carried a flashing red light to guide two government helicopters hovering overhead. Twelve seats were ripped out of the forward parlor car to make room for portable radio consoles housed in plywood-paneled cubicles. A four-car pilot train ran 10 minutes ahead. There were 110 members of the press aboard.

The White House decided to charter a *Metroliner* for the President's trip to Philadelphia, when he was to attend a concert marking the Philadelphia Orchestra's 70th anniversity and conductor Eugene Ormandy's 70th birthday. Penn Central passenger vice president Howard C. Kohout made the arrangements. On the appointed day, the *Metroliner* performed flawlessly, departing 13 minutes ahead of schedule and arriving at Philadelphia 16 minutes early.

The President quizzed attendant Emery A. Nauden about public reaction to the high-speed trains. Nauden told him: "People like these trains, Mr. President. Business is good and most passengers are very kind about the service."

The special communications equipment installed in the forward parlor car apparently wasn't needed. To call the White House, the President used a *Metroliner* phone.

Incidentally, six of the 14 daily *Metroliners* between New York and Washington are now offering coach seats without reservations. They include the new 8:30 p.m. train from each city, plus the two mid-day trains. But reservations are still needed for *Metroclub* parlor seats.

Symbolic of the downfall of the passenger train, this study in silence shows baggage carts at Union Station in Gary, Indiana, deteriorating from non-use.
Irvin A. Walker, 2640 Harrison St., Gary, Ind. 46407

Furthermore, the *Metroliners,* which have been taken over by the Federal Department of Transportation, may be given airline-style glamour, meaning hostesses and complimentary meals. These are two of the innovations being planned. "We hope to get the hostesses on the trains as soon as possible" says Edward Edel, public affairs director of the department's Federal Railroad Administration.

Rail passenger service in the United States has quantitatively and qualitatively dwindled to the point where it can no longer be considered a generally viable mode of intercity travel. The decline is illustrated by the fact that in 1929 the nation was served by more than 20,000 intercity passenger trains but now there are less than 400 intercity trains!

The public has overwhelmingly chosen the private automobile and, to some extent commercial air carriers as preferred modes of intercity travel. These competitors have received immense Federal financial support in the form of aid to highway construction and programs of modernizing airports and airways, whereas rail passenger service gets very little Federal aid. For those reasons, the nation's rail carriers in 1969 claim to have a loss of over $200 million from passenger trains. They have neither the incentive nor financial capacity to improve that service.

But overseas railroads don't necessarily feel this way. In the words of the *Duluth* (Minn.) *Herald*:

Britain is promised passenger train speeds up to 160 miles per hour on existing tracks, within four years. Americans wonder whether we'll have any passenger trains at all, within four years. Our country has done a great deal for the rest of the world. There is something downright rude about the way other nations go on improving railway passenger service after we have pronounced its doom.

Americans may ride few trains at home, but they have been crowding the railways in Europe, according to reports carried in *The New York Times* and other newspapers.

While U.S. rail managements keep saying that railroad passenger service is doomed, the European experience is cited as sharply contradicting this gloomy prophecy.

According to press reports, some 80,000 Americans rode the trains in Europe last year just on the Eurailpass, the little red-and-white card which for a moderate fixed price permits unlimited travel on the railroads of 13 countries. The 80,000 figure is a 45 percent increase over 1969.

According to the *Times,* France has 850 long-distance rail runs, West Germany has 527 and Britain 1,000. Also,

the European countries have many thousands of commuter trains.

A timetable of the "best trains of Europe," issued by the combined carriers, contains more than 1,150 schedules covering 100,000 miles of routes. Much of the equipment is new, and many of the trains travel at speeds of over 100 miles an hour.

But American railroads, hamstrung by the huge Federal grants to air and highway competitors, are suffering from a bad case of defeatism.

Canadian Pacific's chairman of the Board, N.R. Crump, has now qualified for a gold pass after 50 years of service with the company. Mr. Crump, a Montreal newspaper reports, "is the first top executive of CP to have ever found himself the recipient of his own gift—a life-time free pass on any of the company's trains."

And if Mr. Crump has anything to do with it, in the present CPR context of complete abandonment of train passenger service—except for a few commuter runs—he will have to cross the country aboard one of CP's many and profitable freight runs!

Secretary of Transportation John A. Volpe announces two additional grants totaling $11,675,000 for improvement of New Haven Div. of Penn Central.

This sum brings to $40,075,206 the amount advanced by the Department of Transportation for the New Haven project. Earlier grants totaled $28,400,000. The latest grants were made to the Connecticut Transportation Authority and New York's Metropolitan Transportation Authority. The grant to each state organization is $5,837,600.

Joseph Vranich of Pittsburgh, Pa., who has played a leading role in efforts to revitalize that city's commuter rail service, has been named executive director of NARP. Joe is the author of two published rail passenger studies, vice chairman of PROMPT (Peoples Representatives on Mass Public Transit) and is Pittsburgh chairman for NARP.

I would gladly trade plane travel for train or bus if the trains and buses provided "no smoking" cars or compartments with the ban strictly enforced. If we are to bring back train travel, and make a success of the venture, I think we will have to make it attractive to as many people as possible. And having to be directed to the smoking cars should not make the travel unattractive to the smokers.—Tyson Anderson, Evanston, Illinois.

In this confused time of who should run passenger trains and where, I have prepared a 17-page mimeographed study, illustrated with maps, showing where I think a restructured passenger service could be most effective. This report is divided into three sections. The first shows where there could be the best utilization of passenger trains. The second gives my reasons and conclusions. The third, not yet completed, is an expansion of section II. If readers have any questions, I will try to answer them.—Bob Alkire, 1012 North Path, Wheaton, Ill. 60187.

Lucius Beebe would turn over in his grave if he knew that the Illinois Central's *Panama Limited*, one of his all-time favorite luxury trains, has just discontinued Pullman service. "Until recently," comments Bob Wayner, of New York, a widely known authority on passenger trains, " the *Panama* had kept up a fairly high standard of elegance. Now, alas! there is no Pullman service on any IC train except the *City of Miami*. The Federal Government's belated interest in rail passenger service seems to be limited to short runs."

The Alabama Great Southern's *Crescent* no longer operates daily between Birmingham and New Orleans, but has been cut to three times a week. Although the ICC has agreed to hold a public hearing on this matter, it has not set a date.

Olin B. Brooks, state director of United Transporation Union, which is fighting the curtailment because it will result in job losses to railroad employees, said that he fears that agreeing to a hearing but setting no date means the ICC plans "to merely go through the mechanics of letting the people protest."

"Once-flourishing towns are growing up in weeds," explains Brooks, "because train passenger service so badly needed to get people from small towns near metropolitan areas back and forth to work, to colleges and to shop are being curtailed regularly."

Gorail International is the name of a recently formed, independent, nonprofit, corporation engaged in railroad revival.

Its purposes are to preserve and promote travel by rail and to bring the plight of the railways to public attention before it is too late for corrective action.

Gorail has no corporate affiliation with NARP or any railway or trade union. It issues a monthly *Newsletter*. For free information write Gorail International, P.O. Box 12275, Minneapolis, Minn. 55412.

Our daughter lives in Southern California and for eight years we have taken the train there. We took the northern route on the Union Pacific. I must admit the train from the Terminal to Chicago is an old relic, at least 50 years behind times, but once we got on the Los Angeles train, it was wonderful.

I reserved the *Dome Liner* months ahead of our scheduled trip. It is a small car, carpeted, drapes at the windows and pictures on the wall; it has steps leading to the dome and seats are not reserved. This train gives a better view of the scenery. We had a wonderful relaxing trip.

When we went past Las Vegas at 3:30 a.m., the lights could be seen for miles. It seemed like Christmas all wrapped up, as we traveled along the strip—the lights and hush of early morning made us feel like we were in another world.

The food was not expensive and it was good and was served well. Why they want to take the train out of passenger service we can't understand. If they got faster and better cars, their problems would be solved. Many people do not want to travel by air—some because of fear, others because of expense.

I called for a reservation last year and was told we'd have to wait for a Los Angeles train in Chicago overnight. I asked the agent why, and he said the railroads do not want passengers—they make more money on freight so they are making the schedules tougher to discourage passenger travel.

So we took a plane instead. Yes, it was nice also and fast, but we didn't see anything or talk to other passengers about their travels and get hints on where to go and what to see.

If you are not in a hurry to reach your destination, there's nothing like a train trip.—Mrs. C. W. Palmer, 396 E. 255th St., Euclid, Cleveland, Ohio. ●

Santa Fe conductor Lee Dover of *San Francisco Chief* receives train orders.
Photo by Wm. T. Church, MoPac conductor

TRACKSIDE IN THE DIESEL AGE

by Jim Edmonston

Reading passenger model Trainmaster pulls local at Port Clinton, Pa., in 1955.

Photograph by Jim Edmonston

AL GRANT, a Southern Pacific student engineer, watched with widening eyes the caboose on the train just ahead of him grow larger and larger. His own 100 cars and 6,000 tons of potentially rolling destruction crowded his 4-unit SD-45 lashup past the red signal and crept closer, closer to the caboose! Reaching again for air, he anxiously saw the needle drop. His train at last shuddered to a stop only a few feet behind the one ahead! Al wiped his brow and vowed he'd never let his air get that low again, especially when coming off Beaumont Pass.

But why does a railroad permit such dangerous schooling? It doesn't, really. No lives or property were at stake. Al had just completed a trip on the very modern Locomotive and Train Simulator, a million-dollar mockup of an EMD SD-45, used at SP's engine service training center at Downey, Calif. This computerized device was built by Conductron Corp. to help train fledgling enginemen, which SP says are needed at the rate of 100 per year.

The model is exact in every detail. Sound systems and movie screen can duplicate situations suited to every mile of SP track. The caboose of the stalled freight was actually shown on film; the noise of grinding brakes and hissing air were on tape. The model itself vibrates like a real SD-45.

Our Loco of the Month is the massive, powerful Trainmaster, built by FM from 1953-'56. Just 127 units were produced; 105 were sold in the U.S. and 22 in Canada. U.S. roads using them (FM model H-24-66) are, or were, CNJ, DL&W, N&W (ex-VGN), Pennsy, RDG, Southern, SP, and Wabash. In Canada, both CN and CP. Passenger versions, with steam generators, were indistinguishable from the freight-only models. Only by checking a road's roster could you tell these apart.

TM's, packing 2400 hp and riding on huge 6-wheel trucks, were the most powerful all-purpose road switchers of their day. There is one major difference, confusing these engines with the shorter but otherwise practically identical 1953 version of the H-16-66. The way to be sure is by recalling that only 58 H-16-66's were built, 50 of them for the North Western, 6 for Milw., and one each for TVA and Alco. None of these four owned a Trainmaster.

Today, the TM is dying out. Latest reports show active engines on SP, which uses their entire TM roster, including ex-demonstrators 3020 and 3021 in commuter service out of San Francisco. CP reportedly still has active units. I have no disposition on CN's single TM, No. 2900, so I presume it is still active. E-L has one unit stored at Hornell, N.Y. and N&W has not disposed of all the units it got from Wabash and VGN, although I don't know if any are operating. PC's last active TM, No. 6708, is said to be stored at Altoona with Pennsy 6700-07.

According to SP-4 Edward T. Montgomery (141-40-4332, Co A, 8th PS-YOP Bn, APO San Francisco 96240), who has vivid memories of riding behind E-L (ex-DL&W) Trainmasters from Wayne, N.J., to New York City, as well as Jersey Central TM's, it's too bad they are passing; but he will be happy to learn that SP is still operating them in San Francisco and he'll probably see them when he gets home from Vietnam.

E. T. Flavin, the retired NYC engineer whom I mentioned in August issue as running EMD FT demonstrator 103 out of Cincinnati, corrects me; he was the fireman on that trip, not engineer.

News of active FA's in Canada from Don McQueen (38 Lloyd Manor Cres., London 74, Ont.): CN units: FA-1 9400 is now in the National Museum of Science and Industry in Ottawa; 3 FP-A-2 and 3 FP-B-2 units remain, used in passenger service, plus the 2 FPA's and 2 FPB's rebuilt to FPA and B-4 units. 33 of the original 34 FPA's are still active, as are all 12 FPB-4's, in Toronto-Montreal main service passenger pool. On the CP, 45 FA's remain, 2 FA-1's, 5 FB-1's, 18 FA-2's, and 6 FB-2's. Most of these units are assigned to St. Luc-Montreal service. Passenger-wise, 6 FPA-2 and 2 FPB-2 units survive, sometimes assigned to the *Canadian*. (FA's in Mexico, page 3.)

Edward E. Blackman (Box 89, Georgetown, Ct. 06829) says that 3 PC (ex-NH) FA units are operated on the NH portion MU'd with other power. He adds that WM 301, 302, 303, and 304 are active and used as helpers on Williamsport Hill west of Hagerstown, Md. These are FA-2's. There is also a report that an ex-Katy FA-2 is used by TP&W on lease from Precision Engineering.

Elliott Kahn (58 Verbena St., Clearwater Beach, Fla. 33515) says 3 FEC BL-2's are stored unserviceable but photographable at Smyrna Beach, Fla., evidently waiting to be traded in. He was told unofficially that the difference between the BL-1 demo and subsequent BL-2's was in the gearing; the BL-1 was low-speed, geared for freight only.

Don A. Bromberg (U.S. Soldiers Home, Washington, D.C. 20315) says the BL-2 article misleads one to think C&O had just one loco. Actually, they had 14, originally 6 were ordered by Pere Marquette in Sept., 1946, but never lettered for this road, due to the merger. C&O increased the order to 14 before delivery. Only PM 83 was renumbered (1839) to fit C&O numbering scheme. Four had steam generators for passenger service, 1839-1842.

Santa Fe has rebuilt another diesel, converting Alco 1600-hp RSD-5 No. 2110 to "drone" unit 9850. This is a motorless "slug," simply a weighted body with traction motors, drawing power from a parent locomotive. Larry Cena, ATSF Vice President, Operations, says the unit costs less than 10 percent of the 2400-hp unit it replaced on the hump at Argentine Yard. Operated with RSD-15 No. 9803, the San Bernardino Shops rebuild is being tested.

Send your diesel news and comments to my home, 792 Farnham Court, Cincinnati, Ohio 45240.

STEVE MAGUIRE'S

TRANSIT TOPICS

BELATED, grudging, and inadequate though it is, a step toward aid to mass transit has finally been taken by the Federal Government. President Nixon signed into law a mass transit bill that will give $12 billion for improvements over the next 12 years. In 1971, a paltry $80 million will be available for the nation. This will rise to $1.86 billion in 1975 and $3.1 billion annually until 1982. Comments *The New York Times*:

Only $80 million will be available this year, but even when the level of help rises in subsequent years it will be hopelessly insufficient for a single city such as New York, let alone the nation. It is also less than the Administration proposes to spend for the supersonic transport plane on which far fewer people will ride in a year than take the New York subways in a week. So wild huzzahs are not in order, but at least a modest start has been made.

In Cleveland, the *Press* notes:

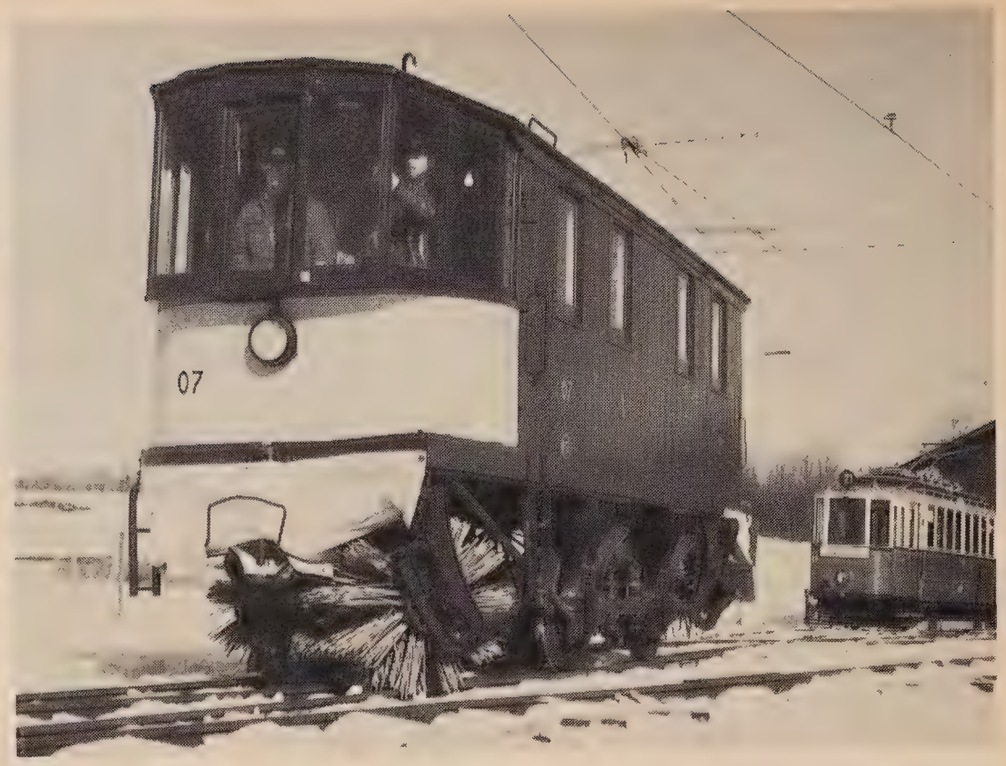
There are signs that mass transit can expect even more federal aid in the future—some of it, perhaps, from the Highway Trust Fund that up to now has been devoted strictly to building roads. Both the House and the Senate are talking about using trust fund money for wider purposes—and the House bill would go so far as to divert gasoline tax revenues into special bus lanes and loading terminals.

The road lobby isn't happy about this proposed diversion of funds, warning car owners that "if your money is . . . used for purposes not related to highways, you and the nation will not reap the full return."

For those who wonder what the highway lobby might be, here is a description from the Emergency Committee on the Transportation Crisis, Brookland Box 4529, Washington, D.C. 20017:

The highway lobby—that powerful, unholy alliance of oil, trucking, automobile, and road-building interests—has helped bring our nation's cities to the brink of environmental and social ruin. Through the use of raw economic and political power, these bandits have bulldozed their freeways through homes and neighborhoods, parks and businesses. They have made the air of our cities unfit to breathe. Yet the "Highwaymen" are not satisfied. On January 8th, 1970, they consolidated their interests into a single massive political force, the *Highway Users Federation for Safety and Mobility*. Their purpose is to insure that highway and freeway construction will continue their headlong pace for the rest of our lifetimes.

These highway "patriots" have determined that every American city must be permanently committed-in-concrete to total domination by the freeway and the automobile. They have pledged a first-year budget of $3.2 million to overwhelm the growing citizen protests against the heedless bulldozing of the environment by the freeway juggernaut. And they have decided to make Washington, D.C., a test of whether the power of that pernicious juggernaut is, indeed, irresistible.



This typical old snow-sweeper is ex-Washington D.C., built 1899; handsome 1910 trolley at rear served in Vienna. Both are at National Capital Trolley Museum.

Dave Bunge, Ohio Railway Museum, P.O. Box 171, Worthington, Ohio 43085

Columbus, Delaware & Marion Electric 501 is one of two of its type built (CD&M was abandoned in 1932). Car was restored to operating condition by members of Ohio Railway Museum: cost, $7,000. Photo was taken just after it had been painted.

BAY Area Rapid Transit has decided, appropriately, to name its new subway station and plaza at Powell and Market streets in San Francisco in honor of Andrew S. Hallidie, who perfected the cable-car system nearly 100 years ago. It is at this junction that the new subway line will run below one of the most photographed spots in the city, for there one of the cable lines terminates and cars are turned around on its hand-operated table.

PITTSBURGH'S Monongahela Inclined Plane celebrated its 100th anniversary in 1970 as the oldest such line in the U.S. It has carried an estimated 15 million passengers without a fatality, according to John Cerny, Pittsburgh, Pa. and Donald Slick, Oil City, Pa.

The line was originally powered by steam but was converted to electricity in 1935. Its cars travel 640 feet at a 38-degree angle at 6 mph.

Pittsburgh has one other incline line, the Duquesne Heights Incline, which carries over 400,000 passengers a year. At one time, the Steel City had nearly a dozen such lines.

PARIS'S *Metro* is exhibiting a collection of rare art treasures at its Louvre station, just below the famed museum. The Louvre stop, on the main east-west *Metro* line, has been remodeled for the exhibit; costs for showing the collection are shared between the *Metro* and the museum. Burglar- and vandal-proof display cases have been installed while unprotected art objects on view will be reproductions of originals. No advertising posters are allowed. The *Metro* opened in 1900 and is now the main mode of mass transport in Paris.

BUDAPEST, whose first subway opened as far back as 1897, inaugurated a 5-mile extension last year, according to Al Kleinsmith, Cleveland, Ohio. Construction on the line began 21 years ago, but the political turmoil of the 1950's caused the work to be suspended. The new line uses fast cars built by the Soviet Union. There are hostesses aboard.

The 1897 subway, first to be built on the continent, still runs, although somewhat of a museum piece. Additional extensions will be made.

FIRST North American tour of trolley fans from Britain (where they are called "tramway enthusiasts") will come to Montreal, Canada, on May 27th (relaxation of currency restrictions in England made the trip possible). It is sponsored by the Light Railway Transport League, the Tramway Museum Society, and the Electric Railway Society, all English fan groups. For 15 days, they will tour traction lines in Toronto, Chicago, Cleveland, Pittsburgh, Philadelphia, and Boston. There will be special side trips, too. Trolley museum lines at Branford, Seashore, and the Columbia Park & S.W. at Olmsted Falls, Ohio, will be visited.

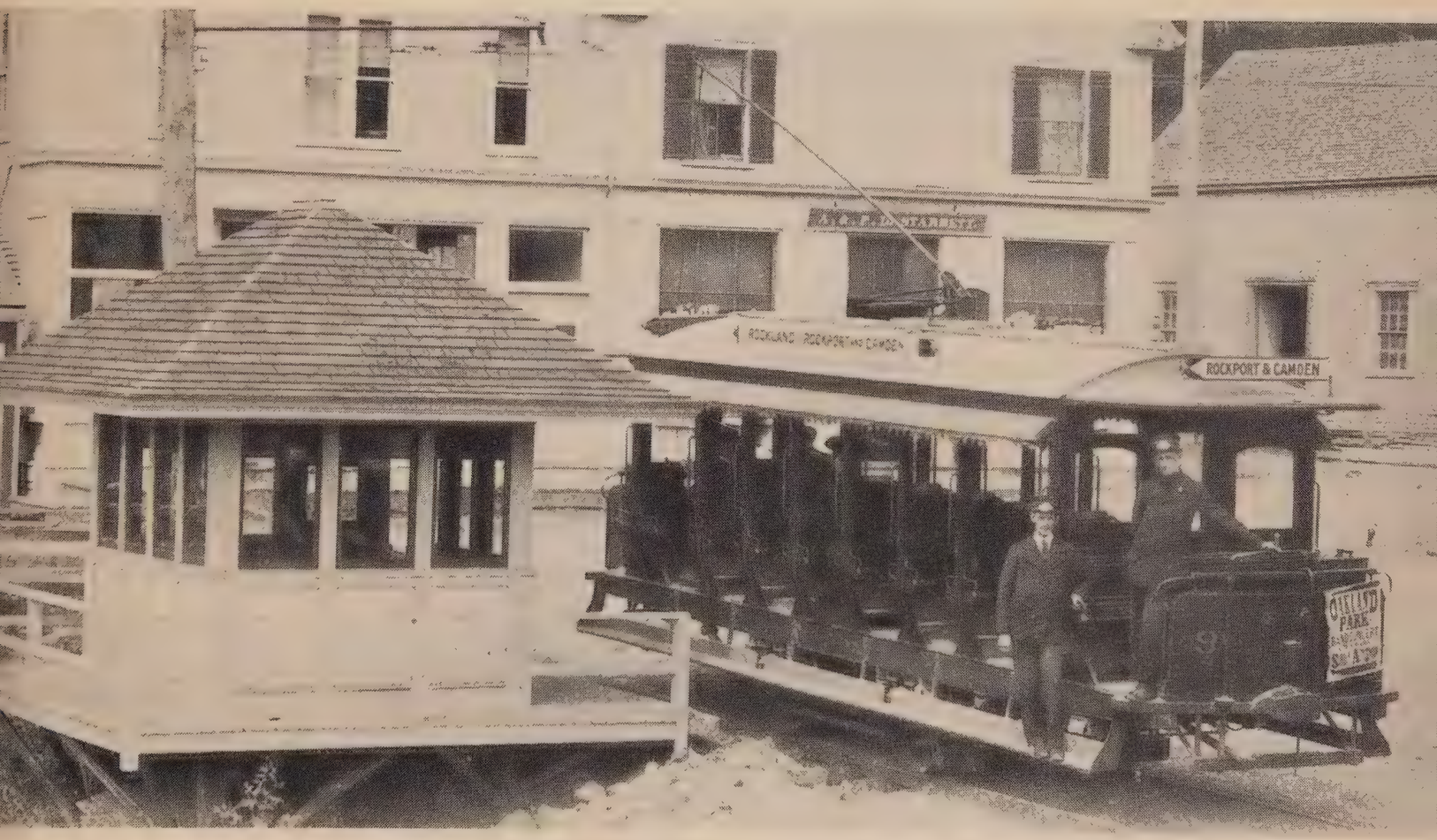
BUTTE, ANACONDA & PACIFIC Ry., which converted from electric to diesel power recently, still has for sale the 30 electric locomotives it used from 1913 until 1967, writes John Elliott, 432 N. 9th Ave., Bozeman, Mont. 59715. They were replaced by seven diesel-electrics. Unless there is a buyer for the electric locos, they will be cut up and sold for their copper and other metal value—including their bells.

John adds that the BA&P yard boss was overheard to say that the electrics were wonderful switchers because they could move at a crawl. Also, in many ways they were better than the diesels, and what with pollution, the road might get back to them, or use newer juice motors of similar power.

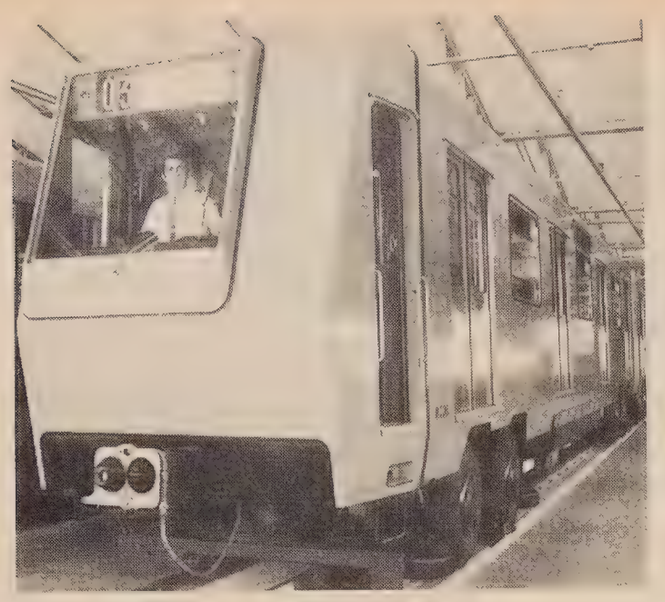
PORT AUTHORITY TRANS-HUDSON, operating over the former Hudson & Manhattan RR. from New York to Hoboken and Newark, N.J., recently ended an established fare structure concerning refund tickets which had been in effect from the beginning of the tube line in 1908.

For a long time, intrastate patrons between local stations in New Jersey and New York City, could travel at a lower fare by paying the full amount for interstate travel, then getting a refund ticket which they could cash in. Now, with increased local bus fares, PATH reckons that it can get rid of the half-fares between local stations. Fares are now 30¢, same as for buses.

PATH will soon abolish the need for tokens by converting to an exact change system. This makes sense. It will eliminate the long lines of passengers waiting to buy tokens at windows, and will no longer require riders to carry PATH tokens as well as New York City subway tokens. Both are about the same size but do not work when put into the wrong turnstile.



Old photo shows a Rockland, Thomaston & Camden Street Railway open-bench car at Warren, Maine, about 70 years ago.
Collection of Stephen D. Maguire



Northbound electric train crosses bridge over Rio Duoro at Porto, Portugal; bridge was designed by Gustave Eiffel, architect of the famous Eiffel Tower in Paris.
Photograph by Elmer Treloar

Mexico City's new subway system is using French-built cars with rubber wheels for less vibration.
Courtesy of E.I. du Pont de Nemours & Company

San Francisco cable car 48 once ran on O'Farrell, Jones, and Hyde Street line of the California Street Cable RR. She now resides (minus trucks) at the Seashore Trolley Museum in Kennebunkport, Maine, after members bought her.

The new change system is cheaper, too; it is expected to reduce fare collection costs by $900,000 annually. Even so, PATH says that despite an increase of more than 40 percent in ridership in the last 3 years, it lost $12.3 million in 1969. The deficits are expected to continue because of extreme rush-hour traffic peaks. Almost half of the weekday trips on PATH occur during the peak hours.

D.C. TRANSIT'S Silver Sightseer, the only air-conditioned trolley car, was gutted by fire last September. It is not known whether the damage was caused by vandals or persons with a vendetta against the National Capital Trolley Museum, operating on Bonifant Road, Montgomery Co., Maryland. Just a month before the fire, the air-conditioned PCC had been given to the NCTM as one of four cars from the O. Roy Chalk collection. Its loss is immeasurable to trolley fans. Richard Kotulak and Allen Trainer sent us the news.

SAN FRANCISCO cable car 48 is now at the Seashore Trolley Museum. Bought in 1955 from the Municipal Railway of San Francisco, it was sold in 1960, then resold to Paul Bienvenu, a Canadian collector. When Paul decided to dispose of it, commercial interests such as hot-dog stands and hamburger houses made offers. Realizing its historical value, he approached the Seashore museum instead. Museum members quickly raised the necessary funds. The car is now part of the collection of traction vehicles tracing the evolution of urban transport from the horsecar, through the cable car, to the many versions of electric traction. Previously, the museum had received another cable car from Dunedin, New Zealand. No. 48 will now share the spotlight with her overseas sister.

MEXICO'S new subway, called the *Metro* after the other rubber-tired subways in Paris and Montreal, has several claims to fame. When the 26-mile system of three separate but connecting lines is finished—which is expected any day now—the Mexico City *Metro* will have the only subway station in the world with an Aztec pyramid. The area's subsoil prohibited conventional tunneling, so the *Metro* was built just below the ground. That, coupled with the city's altitude of 7,350 feet, qualifies it on two counts as the world's highest subway.

Tracks were laid in concrete-reinforced open excavations, which were then covered. The bottom of these "ducts" average 23 feet below the surface. Between the roof of the duct and the street level is a 3-foot-thick fill containing water, power, and telephone lines.

All cars for the system are French-built and reach a maximum speed of 50 mph. As is the case with the line in Paris, their rubber tires reduce vibration considerably. Power cables for the cars are insulated with "Hypalon" synthetic rubber. It has a higher temperature rating, allowing the use of smaller conductors. As a result, both the 800- and 1,500-volt cables are smaller and lighter in weight than conventional ones.

IN VIENNA, Austria, the "in" thing is for brides and grooms to hire a streetcar to transport guests from the church to the wedding reception. It's not expensive, either. A private streetcar costs only $8 plus $1 per mile which makes it very economical if there are a lot of guests. Many receptions are held at the Viennese *heurigen,* or wine taverns.

OUR Nov. issue mentioned the New Orleans Ry. Museum Assn., quoting from their newsletter, *Open Track*. Since then, several readers have written the group and their letters have been returned. We got the address from the newsletter, so the group may have moved since then. If anyone knows their new address, we'd appreciate hearing from them.

Overseas Interurban

IN THE SHADOW of the Pyrenees, near the Bay of Biscay, runs a scenic meter-gage, mostly single track, interurban called SEFT (Sociedad Explotadoria de Ferrocarriles Tranvias). It operates chiefly in Spain from the resort town of San Sebastian, but crosses the international border into France for about one mile. Total route is approximately 18 miles for which you pay only 21¢ to ride. Along the route there are many tunnels plus station stops where the line becomes double track for passing sidings.

Equipment is of a home-made, shop-built variety, and is rather old. Most of the construction is wood, as are all catenary supports (bow collector type pantographs are used for current collection). Rail is very light; some are dated 1898. Speed never exceeds 30 mph., but patronage is good, and many Spaniards use it as transport to better-paying jobs in France (wetback transit!). The line also has freight service for which small steeplecab locos are used.

SEFT can be reached by going to Hendaye, France, where its terminus adjoins the French National Railways station, or San Sebastian, Spain, which is easy to reach from Madrid. In many respects, SEFT is similar to our own interurbans of yesteryear.—Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028.

New Electric Publications

Europe's Greatest Tramway Network, **by F. Van der Gragt, 137 pages, 6x9½", soft cover, published by E.J. Brill, Oude Rijn 33a, Leiden, Holland, 32 guilders (about $9.). This gives a history plus a contemporary description of the greatest European network of tramway lines, those in the Rhein-Ruhr Valley of Germany. There are photographs of every type of tramcar, past to present, on each of the systems covered. This book is helpful for anyone intending to visit the area.**

Transit to Wethersfield, **by Roger Borrup, 72 pages, 6½x11", soft cover stapled binding, $4.50 from Roger Borrup, P.O. Box 232, Warehouse Point. Conn. 06088. As the title indicates, this is the story of the Hartford, Conn. car lines running out of the large Wethersfield Avenue carbarn. There is much on the early horsecar days from 1863 to 1894, plus many old photos, a lot of which are from the noted collection of 80-year-old Roy S. Melvin, of West Hartford.**

McGraw Electric Railway Directory, 1924 **(deluxe reproduction), 312 pages, hard cover, $9.50 (Ohio residents add 4½ percent sales tax) from Wagner Car Co., 59 Euclid Ave., Wyoming, Ohio 45215. This is an exact reproduction of the original 1924 directory of all traction lines in North and Central America in the days when most such lines were still operating. Data includes mileages, destinations, gages, location of shops and parks, number of cars, and names officers. Copies of the original are hard to come by; those not having a directory will find this an excellent reference book.**

Two-car SEFT train has just left France and is crossing into Irun, Spain.
Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028

Hostler boards a Western Pacific loco, class D-225, in Roper Yard before putting it on the head end of a westbound extra.
Photograph by Dick Steinheimer

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WESTERN PACIFIC RAILROAD

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
S-50	501-503	600	GM-EMD	SW1	B-B	50,000	201,000	1939	1
S-50	504-511	660	Alco-GE	S1	B-B	50,000	202,000	1942	2
S-57	551-552	1000	Alco-GE	S2	B-B	57,500	230,000	1943	3
S-57	553-554	1000	Alco-GE	S2	B-B	57,500	230,000	1943	
S-57	555-558 (1st)	1000	Alco-GE	S2	B-B	57,500	230,000	1943	4
S-57	554 (2nd)	1000	Alco-GE	S2	B-B	57,500	230,000	1948	5
S-57	559	1000	Alco-GE	S2	B-B	57,500	231,000	1950	3
S-57	560-562	1000	Alco-GE	S2	B-B	57,500	231,000	1950	
S-57	563-564	1000	Alco-GE	S4	B-B	57,500	231,000	1951	
S-60	581-582	1000	Baldwin	VO 1000	B-B	60,000	245,000	1945	
S-60	583-585	1000	Baldwin	VO 1000	B-B	60,000	245,000	1945	
S-62	601-606	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	
S-62	607-608	1000	GM-EMD	NW2	B-B	62,000	248,000	1939-40	6
RS-62	701-709	1500	GM-EMD	GP7	B-B	62,000	252,000	1952	
RS-62	710-713	1500	GM-EMD	GP7	B-B	62,000	252,000	1953	
RS-62	725-732	1750	GM-EMD	GP9	B-B	62,000	252,000	1955	7
RS-70	751-755	3000	GE	U30B	B-B	72,000	286,000	1967	
RS-70	756-759	3000	GE	U30B	B-B	72,000	286,000	1968	
RS-70	760-769	3000	GE	U30B	B-B	72,000	286,000	1969	
D-176	801A-803A	1500	GM-EMD	F3A	B-B	60,000	245,000	1947	8
D-176	801B, C-803B, C	1500	GM-EMD	F3B	B-B	60,000	245,000	1947	9
D-62	801D	1500	GM-EMD	F3A	B-B	60,000	245,000	1948	10
D-176	804A, D-805A,,D	1500	GM-EMD	FP7A	B-B	61,000	251,000	1950	
D-176	804B-805B	1500	GM-EMD	F7B	B-B	61,000	251,000	1950	
D-176	806B	1500	GM-EMD	F7B	B-B	61,000	251,000	1950	11
D-225	901A, B, C, D-903A, B, C, D	2750	GM-EMD	FTAxFTB	(B-B)x(B-B)	112,500	466,000	1941-2	12, 13
D-225	904A, B, C, D-906A, B, C, D	2750	GM-EMD	FTAxFTB	(B-B)x(B-B)	112,500	469,000	1943	12, 13
D-225	907A, B, C, D-912A, B, C, D	2750	GM-EMD	FTAxFTB	(B-B)x(B-B)	112,500	471,500	1944	12, 13
D-239	913A, D-921A, D	1500	GM-EMD	F7A	B-B	59,750	244,750	1950	13, 14, 15
D-239	913B, C-921B, C	1500	GM-EMD	F7B	B-B	59,750	244,750	1950	11, 13, 16
D-239	922A, D-924A, D	1500	GM-EMD	F7A	B-B	59,750	244,750	1951	14, 17
D-239	922B, C-924B, C	1500	GM-EMD	F7B	B-B	59,750	244,750	1951	18
D-176	925A, D	1500	GM-EMD	F3A	B-B	60,000	240,000	1947	8
D-176	926A	1500	GM-EMD	F3A	B-B	60,000	240,000	1948	10
RS-64	2001-2006	2000	GM-EMD	GP20	B-B	64,000	257,000	1959	19
RS-64	2007-2010	2000	GM-EMD	GP20	B-B	64,000	257,000	1960	13
RS-65	3001-3010	2500	GM-EMD	GP35	B-B	65,000	259,000	1963	13
RS-65	3011-3012	2500	GM-EMD	GP35	B-B	65,000	259,000	1964	13, 20
RS-65	3013-3022	2500	GM-EMD	GP35	B-B	65,000	259,000	1965	13, 20
RS-68	3501-3510	3000	GM-EMD	GP40	B-B	68,000	277,000	1966	13, 20
RS-68	3511-3516	3000	GM-EMD	GP40	B-B	68,000	277,000	1967	13

Western Pacific Roster Notes

Roster is based on data from Precision Engineering's Locomotive Div., GE's manager loco. pricing and remanufacturing operation, WA&G's supt., PC's gen. mechanical supt., Mt. Newman Mining's manager-operations, WP's chief mechanical officer, GM-EMD's mgr. sales engineering, Independent Iron & Metal Corp., and ST&E's vice pres. traffic. It is accurate as of April 28, 1970.

Locomotive builders: GM-EMC, General Motors-Electro Motive Corp.; Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.

(1) 501-502 sold to Sacramento Northern, renumbered 401-402 (1965).

(2) 504 sold to SN, renumbered 405. 505-506 sold to Stockton Terminal & Eastern, renumbered 505-506. 509, 511 sold to GE (12/67), then sold to Independent Iron & Metal Co., scrapped.

(3) 551, 559 were sold to GE (1968), then sold to II&M Co., scrapped.

(4) 554 (1st) sold to Tidewater Southern, renumbered 745 (2nd); then sold to Oakland Terminal and renumbered 102.

(5) 554 (2nd) was originally Texas Pacific-Missouri Pacific Terminal 12, then TP-MP 1058, then Preston W. Duffy & Son (1/25/67), then TS 745 (1st), then WP 554 (2nd).

(6) 607 was originally GM-EMC demonstrator 889, then Union Pacific 1000, then ST&E 1000 (8/66), then WP 607. 608 was originally UP 1001, then ST&E 1001 (8/66), then WP 608.

(7) 730 sold to GM-EMD (8/64), scrapped.

(8) 801A-802A renumbered 925A, D (7/68).

(9) 802B sold to GE (11/67), then sold to Precision Engineering, which claim not to have purchased it.

(10) 801D was originally New York, Ontario & Western 503, then SN 303 (1957), then leased to WP, renumbered 801D; then renumbered WP 926A (8/68). (11) 920B renumbered 806B (6/67).

(12) A and D units were cab units; B and C units were booster units.

(13) 901A, B, C, D were traded to GM-EMD for 2007-2010. 903A, B, C, D; 907A, B, C, D; 910A, B were traded to GM-EMD for 3001-3010. 730, 2003 were traded to GM-EMD for 3011-3012. 916A, 924D; 902A, B,C,D; 904A, B,C,D; 905A, B; 906A, B,C,D; 908C, D; 909A, B; 910C, D; 911A, B, C, D; 912A, B, C, D were traded to GM-EMD for 3013-3022 and 3501-3510. 905C, D; 908A, B; 909C, D were traded to GM-EMD for 3511-3516. 509, 511, 802B, 913C, 920C, 922D were traded to GE for 751-755. 551, 559, 917B, 921C were traded to GE for 756-759.

(14) 917A, 923A weer sold to Mt. Newman Mining Co., renumbered 5450-5451.

(15) 913D sold to GE (11/67), then sold to Precision Engineering, which scrapped it. 916A sold to GM-EMD (3/65), scrapped. 919A sold to GE (6/69), then sold to Precision Engineering, scrapped.

(16) 913C sold to GE (11/67), then sold to Precision Engineering, which claim not to have purchased it. 915B sold to GE (6/69), then sold to Precision Engineering, scrapped. 916C sold to GE (6/69), then sold to Precision Engineering, then sold to Penn Central, which did not renumber it. PC traded it to GM-EMD for new power. 917B sold to GE (1968), scrapped. 917C, 919B, C; 920C were sold to GE (6/69), then sold to Precision Engineering, all scrapped. 921C sold to GE (7/68), then sold to Wellsville, Addison & Galeton, which still owns it unservicable as WP 921C.

(17) 922D sold to GE (11/67), then sold to Precision Engineering, which claim it did not buy the unit. 924A sold to GE (6/69), then sold to Precision Engineering, scrapped. 924D was sold to GM-EMD (3/65), scrapped.

(18) 923B was sold to GE (6/69), then sold to Precision Engineering, scrapped.

(19) 2003 was sold to GM-EMD (8/64), scrapped.

(20) 3011, 3016, 3505 will be traded to GM-EMD for GP40's.

Photograph by Elmer Treloar

Westbound WP freight in Feather River Canyon 30 miles north of Oroville, Calif.

Western Maryland fast freight, headed by units 304-303 (Alco-GE 1951), leaves Hagerstown, Md., on its way to tidewater at Port Covington Yard, Baltimore. The train is crossing 112-year-old roadbed of Franklin Railroad.
Philip R. Hastings, 110 Sunset Rd., Waterloo, Iowa 50701

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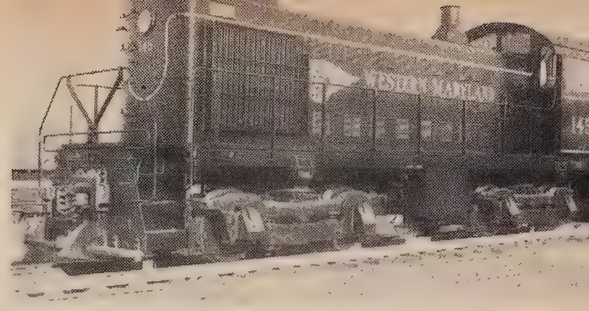
WESTERN MARYLAND RAILWAY

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Notes	Date
DS-18	20-23	1500	GM-EMD	GP7	B-B	61,250	245,000	1950	
DS-24	25-28	1750	GM-EMD	GP9	B-B	62,500	249,000	1954	
DS-24	29-30	1750	GM-EMD	GP9	B-B	62,500	249,000	1955	
DS-24	31-32	1750	GM-EMD	GP9	B-B	62,500	249,000	1955	
DS-24	33	1750	GM-EMD	GP9	B-B	62,500	249,000	1955	1
DS-25	34-35	1750	GM-EMD	GP9	B-B	62,250	249,000	1956	
DS-25	36-38	1750	GM-EMD	GP9	B-B	62,250	249,000	1956	
DS-27	39-40	1750	GM-EMD	GP9	B-B	62,250	249,000	1957	
DS-27	41-45	1750	GM-EMD	GP9	B-B	62,250	249,000	1957	
DF-12	51-52	1500	GM-EMD	F3A	B-B	62,000	248,000	1947	17
DF-16	53B-55B,57B, 59B	1500	GM-EMD	F7A	B-B	61,500	246,000	1950	
DF-22	61B	1500	GM-EMD	F7B	B-B	61,500	246,000	1950	16
DF-16	63B	1500	GM-EMD	F7B	B-B	61,500	246,000	1953	13
DF-22	65B	1500	GM-EMD	F7B	B-B	61,500	246,000	1950	16
DF-16	61-66	1500	GM-EMD	F7A	B-B	61,500	246,000	1953	13
DS-6	75	380	GE	44 TON	B-B	26,400	88,000	1950	
DS-6	76	380	GE	44 TON	B-B	26,400	88,000	1943	2
DF-15	81-82	1500	GM-EMD	BL2	B-B	58,000	232,000	1943	2
DS-1	101	660	Baldwin	VO 660	B-B	59,115	197,050	1948	
DS-2	102	660	Alco-GE	S1	B-B	59,400	198,000	1941	3
DS-3	103-104	660	Baldwin	VO 660	B-B	58,800	196,000	1941	4
DS-3	105	660	Baldwin	VO 660	B-B	58,800	196,000	1942	5
DS-4	125	1000	Alco-GE	S2	B-B	69,000	230,000	1942	6
DS-4	126-127	1000	Alco-GE	S2	B-B	69,000	230,000	1943	
DS-5	128-129	1000	Baldwin	VO 1000	B-B	72,000	240,000	1943	
DS-5	130-131	1000	Baldwin	VO 1000	B-B	72,000	240,000	1943	7
DS-5	132	1000	Baldwin	VO 1000	B-B	72,000	240,000	1943	8
DS-9	133-134	1000	BW	DS 4-4-1000	B-B	73,500	245,000	1944	8
——	138-T	——	WM	——	B-B	61,700	247,000	1946	9
——	139-T	——	WM	——	B-B	74,900	249,600	1962	4
DS-7	140-141	1000	Alco-GE	S2	B-B	69,000	230,000	1955	
DS-7	142	1000	Alco-GE	S2	B-B	69,000	230,000	1944	10
DS-8	143-144	1000	Alco-GE	S2	B-B	69,000	230,000	1944	10
DS-21	145-146	1000	Alco-GE	S4	B-B	74,600	248,800	1946	10
DS-26	151-152	900	Alco Pr.	S6	B-B	74,700	249,000	1950	10
DS-11	170	1500	BW	DRS 4-4-1500	B-B	75,000	250,000	1956	
DS-14	171-172	1500	BW	DRS 4-4-1500	B-B	76,500	255,000	1947	11
DS-20	173-176	1600	BLHW	AS-16	B-B	76,500	255,000	1948	11
DS-10	180	1500	Alco-GE	RS-2	B-B	62,425	249,700	1951	11
DS-17	181-184	1500	Alco-GE	RS-2	B-B	62,050	248,200	1947	12
DS-23	185	1600	Alco-GE	RS-3	B-B	62,500	250,000	1950	12
DS-23	186-188	1600	Alco-GE	RS-3	B-B	62,500	250,000	1953	
DS-23	189-191	1600	Alco-GE	RS-3	B-B	62,500	250,000	1953	
DS-23	192	1600	Alco-GE	RS-3	B-B	65,000	260,000	1953	
DS-23	193-194	1600	Alco-GE	RS-3	B-B	64,000	256,000	1953	
DS-23	195-196	1600	Alco-GE	RS-3	B-B	62,500	250,000	1953	
DS-23	197	1600	Alco-GE	RS-3	B-B	65,000	260,000	1954	
DS-23	198	1600	Alco-GE	RS-3	B-B	65,000	260,000	1954	
DF-22	231-242	1500	GM-EMD	F7A	B-B	61,500	246,000	1952	
DF-22	231B,233B, 235B,237B	1500	GM-EMD	F7B	B-B	61,500	246,000	1952	13
DF-22	239B,241B, 243B	1500	GM-EMD	F7B	B-B	61,500	246,000	1953	13
DF-19	301-302	1600	Alco-GE	FA-2	B-B	62,050	248,200	1951	
DF-19	303-304	1600	Alco-GE	FA-2	B-B	62,050	248,200	1951	
DF-16	401-404	1500	GM-EMD	F7B	B-B	61,500	246,000	1950	16
DF-16	405	1500	GM-EMD	F7B	B-B	61,500	246,000	1950	16
DF-22	406-409	1500	GM-EMD	F7B	B-B	61,500	246,000	1952	13
DF-22	410-414	1500	GM-EMD	F7B	B-B	61,500	246,000	1953	13, 14
DS-28	501-505	2500	GM-EMD	GP35	B-B	65,000	260,000	1963	15
DS-28	3576-3580	2500	GM-EMD	GP35	B-B	65,000	260,000	1963	15
DS-29	7432-7436	2500	GM-EMD	SD35	C-C	96,400	385,600	1964	
DS-32	7445-7449	3000	GM-EMD	SD40	C-C	103,560	414,300	1969	
DS-30	7470-7474	3000	GM-EMD	SD40	C-C	99,300	397,400	1966	
DS-31	7495-7496	3000	GM-EMD	SD40	C-C	102,850	411,400	1968	



No. 145, class DS-21 (Alco-GE, 1950).

Western Maryland Roster Notes

Roster is based on data from WM's chief mechanical officer, U.S. Plywood Corp., Striegel Supply & Equipment Corp., BLH's mgr. industrial advertising, UM&P's general supt., GM-EMD's Service Department, Luria Brothers, and BLH's mgr. of rr. sales. It is accurate as of April 27, 1970. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco Pr., Alco Products.

(1) 33 was originally GM-EMD demonstrator 7257, then WM 33 (9/55).

(2) 75-76 were sold to U.S. Plywood (9/10/64), renumbered 75, ?. 76 was then sold to Kaiser Southern Nitrogen Co. (1967).

(3) 101 was sold to Striegel Supply & Equipment (9/20/65); scrapped.

(4) WM converted 102 to trailer unit 138-T (6/4/62).

(5) 103 scrapped (5/15/63). 104 was sold to SS&E (7/18/63); scrapped.

(6) 105 was sold to BLH Standard Steel Div. (12/16/66), renumbered 6718.

(7) 128 was traded to GM-EMD for new power (10/7/68); scrapped. 129 was sold to SS&E (7/18/68); is still in their possession.

(8) 130 scrapped (5/6/63). 131-132 were sold to Tennessee Eastman (11/9/66, 11/3/65), renum. 5-6.

(9) 133 scrapped. (8/31/65). 134 was sold to SS&E. (7/18/68); scrapped.

(10) 140 scrapped (3/15/70). 141 was sold to SS&E (11/11/68); is still in their possession. 142 was sold to Upper Merion & Plymouth (7/31/67), renumbered 142. 144 was sold to Union Industries (6/8/67). 145 was sold to SS&E (11/11/68); scrapped. 146 was traded to GM-EMD for new power (10/7/68); scrapped.

(11) 170 and 176 were sold to Luria Bros. (1/2/69); scrapped. 171-175 were traded to GM-EMD for new power (6/18/69); scrapped.

(12) Units were upgraded to 1600 hp.

(13) 231B-243B (odd only) renumbered 406 (8/20/55), 407 (8/19/55), 408 (7/8/55), 409 (8/1/55), 412 (7/11/55), 413 (8/25/55), 414 (8/2/55), 61B was renumbered 410. 65B was renumbered 411.

(14) Following units were rebuilt to F9B with 1750 hp: 410 (12/4/64), 411 (10/29/64), 412 (10/30/64), 413, (9/20/64), 414 (9/6/64).

(15) 501-505 were renumbered 3576 (3/9/67), 3577 (3/16/67), 3578 (3/13/67), 3579 (3/27/67), 3580 (3/14/67).

(16) 53B-59B (odd only) renumbered 401-404. 63B renumbered 405.

(17) Following units were rebuilt to F7A: 51 (5/54), 52 (4/54).

No. 64, with 1500 hp and 61,500 tractive effort, was one of a group of six units built in 1950 by GM-EMD as model F7A.

HOBBY CLUB

conducted by Sy Reich

IF EVERYTHING goes as planned, the *Flying Scotsman,* now in winter storage in Canada, will be heading across the continent to Vancouver, then down the West Coast of the U.S., which the *Scotsman* missed last year, to the regret of many western fans. 1970's tour ended at Niagara Falls, Ont., instead of Green Bay, Wis., as originally scheduled.

Long-time reader Pfc. James Bogener, US 489-52-8706, Co. B, 714th TBROS&DE, Ft. Eustis, Va. 23604, plans to form a non-profit company to save and restore abandoned steam locos, and wants to hear from anyone interested in the project. Jim also seeks the present whereabouts of three engines: ex-MoPac ten-wheeler No. 2522 of the Fort Smith, Subiaco & Rock Island, reported to be decaying on a siding in Paris, Ark.; and ex-Crab Orchard Mining Co. 1 and 2, both 3-ft.-gage Vulcan 0-4-0T's, seen last near Beckley, W. Va. Where are they?

Santa Fe has released a 16-minute, color film, *The Argentine Yard—A Design For Tomorrow.* It shows computers, microwave, and radar and how they combine with gravity to make the yard work; also, views of diesel operations. The film is available to educational, civic, and business groups. Details from Santa Fe Public Relations Dept., 80 E. Jackson Blvd., Chicago, Ill. 60604.

Last Sept. we asked readers what happened to the now-abandoned Southern Appalachian Railway's equipment. John Lukianoff of the Clinchfield RR. and organizer of the road's steam trips, says their two coaches and Porter loco are still at the old station in Burnsville, N.C., boarded up. Rumors have it that the former owners are considering reopening the line this year. Anyone have further details?

Like some other tourist lines, the Everett RR., operated by South Penn Historical Railway Museum, Box 88, Everett, Pa. 15537, is having its share of financial problems. The museum believes it can operate successfully this summer if enough money is earmarked for promotional purposes. Thus, it is soliciting funds from steam fans. If you give $1, you get two handsome line drawings of Everett No. 11, a Baldwin 2-6-2. For $5, you get a complete set of five drawings plus one adult ticket; $10 will bring the drawings, two adult tickets, and a certificate acknowledging your gift.

Much of the trouble encountered by some tourist lines stems from a lack of promotion and publicity.

A 20-page booklet, *The Right Box 634,* describes new developments in the railroad industry, especially as it pertains to the shipper's problems. It is available, free, from Owens-Illinois Forest Products Div., Toledo, Ohio 43601.

Individuals and groups that own steam engines have a major problem in getting parts for them which are no longer manufactured. Bob Carlson offers a partial solution for this problem. He makes and sells such accessories, including superheaters, rods, piston rings, and some front-end throttle parts. Address: Locomotive Service Co., 17 Frederick St., Newington, Conn. 06111.

We hear of another museum, this one located at Sheffield, Ala. It's the North Alabama Railroad Museum, whose exhibits include antique fire engines and a 2-8-0 loco, No. 77; also, passenger coach No. 2573, built by ACF in 1929, and used for many years on *The Pan-American.* The car was donated by the Louisville & Nashville. NARM, organized by members of the Muscle Shoals Railroad Club, hopes to use the steamer on excursion trips.

Fans of the defunct Quakertown & Eastern can get color postcards of its Baldwin 2-8-0, photographed by our own Mike Eagleson. They cost 5¢ each (minimum order, 20 postcards) from Tony Reznak, Jr., P.O. Box 755, Wilkes-Barre, Pa. 18703. Tony says this is the first Q&E color postcard ever made.

Writing a book on the B&M, Jim Crimmins, 5 Bonnie Drive, Exeter, N.H. 03833, has all common books relating to it and now needs pre-1890 pix. He has been around the road for over 60 years and lacks only the unusual and old material. If anyone can help, Jim would like to hear from them.

Mystic Valley Railway Society, a non-profit group which runs numerous fantrips out of Boston, now has a 6-page, mimeographed monthly newsletter, *The Waybill.* Edited by Sheldon Kovitz, it contains news of the club's activities, Boston area railroad items, and North American passenger train information. Sample copy free for 6¢ stamp. Annual subscription at $1 includes full membership. Write the MVRS at P.O. Box 212, Lynn, Mass. 01903.

Several readers have complained about a booklet which claims to list the disposition and location of every steam loco in the U.S. We should warn that this booklet, priced at $2, is full of inaccuracies. Engines scrapped 4 or 5 years ago are included. Others, listed as being for sale today, were sold back in 1966.

Wayne Weiss, 1414 N. Horseshoe Dr., Sugar Land, Texas 77478

Amid dense woodlands, an all-volunteer crew fills No. 483's tender with water on Cumbres & Toltec Scenic Railroad at Sablette, New Mexico, Sept. 4, 1970.

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A ROUNDHOUSE MYSTERY

True Tale by Rockwell T. Roberts

Switching scene on the Boston & Albany (New York Central System) in the days when steamers had tall stacks.
R. G. Harvey, Asbestos, Que., Canada

I SAW it happen, but I didn't get an explanation of the mystery until after it was all over. That was about fifty years ago. I still don't believe a similar incident has ever been recorded in the annals of railroading, before or since.

Spring had brought warm, sunny days. Icicles were melting fast under the eaves of the Boston & Albany enginehouse at Worcester, Massachusetts. I was a kid then, lanky and naive, just out of school, working the day shift as helper for machinist Con Regan, a powerful six-foot boomer with a weatherbeaten face. Regan was a good machinist, and tough, and a staunch supporter of the liquor industry. Nights on my way to the movies when I passed the saloon I'd see him with one leg propped up on the rail beneath the bar, and on my return I'd notice him still standing in roughly the same position, holding a sudsy mug of amber-colored fluid.

On mild evenings my friend the machinist was jovial, but once in dirty, well-worn overalls his mood changed. No matter what work assignment Bill Murray, the irascible foreman, dished out to us, Regan would howl, swear, and argue. Maybe you know the type. More than once he quit his B&A job and hit the boomer trail. Later, when he returned to Worcester, Charlie Ayers, always needing capable men, would put him back to work over Murray's objections.

But Bill Murray's life was not devoid of satisfaction. Mornings when he handed out work assignments, he took a subtle form of revenge by passing out enjoyable jobs in comfortable cabs to other crews while ordering us to pound away with heavy sledge hammers and unreliable jacks. Some nights I'd struggle home after a grueling day's labor with my back nearly broken from working in a shallow pit and my feet greasy wet from having been embedded ankle-deep in cinders and oil.

One morning when we reported for work I found Regan in poor shape. Obviously he'd been drinking too much. His head throbbed, he said, and we both hoped we'd get a fairly easy hydro test that was due. But no! Murray gave that plum to Charlie Paine, who was round-shouldered and frail but an excellent mechanic. Fire shot from Regan's blood-red eyes as he took a work slip for a set of main rods, a heavy and tedious job.

"Son of a bitch!" he growled. "If I had only a single buck in my pocket I'd quit on the spot."

Steam power reigned supreme in that era, explosions were frequent, and Interstate Commerce Commission rules pertaining to boilers were given much attention. Federal inspectors kept close watch for the smallest infraction. A hydro test was very important. Rule 17 stated: "Every boiler before being put into service and at least every twelve months thereafter shall be subjected to a hydrostatic pressure 25 percent above the working steam pressure."

Machinists longed for such a job, which allowed two full days for completion of an exceptionally light routine. The test itself took only an hour. Safety valves and the whistle were removed and the openings plugged. All cab valves were closed and the boiler was sealed against leakage. After the boiler had been filled with cold water, the necessary pressure was applied with a small pump. While the test proceeded, a boilermaker undertook a thorough inspection for defects. In case a rupture occurred there was no explosion, the worst result being a shower that would wet someone standing nearby as the pressure rapidly dropped.

After the hydro, Rule 18 was covered: "The dome cap and throttle standpipe (which the enginehouse force called a *bootleg*) must be removed and the entire interior surface and connections of the boiler examined as thoroughly as conditions will permit."

The bootleg, located at the highest point in the dome, housed the spool-shaped throttle valve about 12 inches in diameter. This casting was removed to allow the boilermaker to enter for his inspection. To get it out of the

boiler, a ring joint at the base of the standpipe had to be disconnected from the steampipe that ran inside to the front end and cylinders. The broken joint had to be reseated, and this is why the job was soft. The ring had to be ground by means of emery and oil requiring several hours. The helper did this bit of toil while the machinist passed his time with light work on gage cocks or sometimes took a nap.

But the helper, grinding in the ring joint, also had it easy. As the big steam pipe rested along the upper row of flues he made a cushioned seat for himself out of waste and large pieces of bagging so that he felt comfortable while twisting the ring and grinding. He, too, could doze a while to lengthen the time spent on the job; and finally all parts were put together and the dome cap was set back. Later, he filled the boiler with water and started a fire in the firebox.

The noon meal period had just ended when Regan and Paine stood by Murray's desk awaiting the afternoon orders. The locomotive on which the hydro had been completed was due for another test, which called for a little backwork. Rule 122(a) stated: "Pins and drawbars between locomotives and tenders shall be removed and carefully examined not less frequently than once every three months."

I chuckled at the thought of Paine and his helper getting this heavy job after their two-day vacation, but anger rose within me when I heard Murray tell Regan: "That drawbar is due for a test and I just looked it over. It's got to be shortened. Take it over to the blacksmiths."

It was not enough to drop the pins and inspect the bar, but to remove a 450-pound piece of steel and lug it to the smithy made the strain intolerable. Again we were getting the dirty end of the stick. The roar from Regan's mouth was ferocious. I kept a safe distance behind him as we went through the enginehouse.

In those days when the power reverse was unknown, we removed the drawbar without a second engine. Before dropping the tank hoses we loaded the boiler with water, got up a head of steam, and banked the fire. The air pump could not be used, as the hoses between the engine and tender had to be parted. After the drawbar pins had been dropped, the engine was moved away from the tender by reversing the Johnson bar and closing the throttle. Harry Hilley, the hostler, was very efficient and had often made such moves.

I lowered myself to the pit to drop the pins while Hilley took his place at the throttle. Regan stood on the ground at the gangway calling out the orders. The slack was taken and I dropped the front pin, calling out for Hilley to move the engine away from the tender. The old girl had been laying around for days and was very dry. Hilley had to widen the throttle for this move.

As the locomotive finally eased ahead I heard a wild scream: "I can't close the throttle. I can't—"

The engine headed for the turntable pit! Hilley's hair rose as he became alert. At the edge of the table pit he yanked back the reverse. The stack began to bark, with the engine rushing mysteriously toward the idle tender. I jumped out of the pit as Hilley again made a reverse. Regan ran like a maniac to line up the table.

The hostler stuck to his job, knowing well what he had to do. He opened the whistle, warning everyone within earshot, and stuck to his post in an effort to prevent damage. He certainly had a job keeping things under control.

Charlie Ayers, the general foreman, rushed from his office, stumbling over a rail, and as he fell his glasses sailed through the air. Picking himself up, he cried: "Get some blocking, some chains, anything! Throw them under the drivers, quick!"

Every man in sight from machinist to laborer, fireman to water tender, did what he could, but nothing could hold those spinning drivers. We were helpless as the iron horse galloped back and forth. Hilley in his frenzy must have begun to tire under the strain. The cause of it all was a mystery to me and probably to everyone else in the house.

There was tension in the gaunt frame of Con Regan, the wise old boomer, as he surveyed it all with a keen eye.

"Rock," he cried, "go get your big Stillson wrench, quick!"

I didn't know what he had in mind, but I obeyed. In those days of slide-valve engines, the front side of the steam chest carried a relief valve. Its perforated cap was threaded into an elbow-shaped body. When I returned on the run, the machinist grasped the wrench from my hands.

"Jump onto the footboard when she backs into the house," he yelled, "and be careful! I'll hand you the wrench and you unscrew that cap on the relief valve."

In a flash I caught on to what he had in mind. I was a lanky kid, with a solid layer of muscle over my bones. Climbing aboard, I grabbed the wrench from Regan. It was difficult to keep my balance, but somehow I managed Unaccustomed to riding a bronco like this, nevertheless I got the wrench around the cap and started to twist it off. I don't remember how many times we shot in and out, but I do recall the cap, stripping that last thread under the heavy steam pressure, and flying toward the roof as we backed into the house for the last time.

The roar of escaping steam was deafening, and the roof trembled as the geyser struck, rebounded and darkened the environs. I groped my way into the sunlight, unscathed but wet from a little ducking. Then I visualized Hilley alone in the cab after such an ordeal, with no way of getting down.

Getting a ladder, we climbed into the cab, dumped the fire, as the water was getting low in the boiler, and then helped the hostler to the ground. As I gripped his arm, his body shook and sweat covered his face. So we sat him down to calm his weak nerves.

"What went wrong?" Ayers inquired through the thinning haze. "A pin come out of the throttle rigging?"

Regan shook his head. "Aw, it's not much. Let her cool down tonight and don't drain the water. It'll take only a minute to get her back in service after we take up the dome cap."

"What do you expect to find?"

"Let's wait until morning," broke in the boomer and then walked away.

That night, while going home, Regan laughed. "Someone's going to have a red face when we look down into that boiler."

It was still a mystery to me. "What went haywire?" I wanted to know.

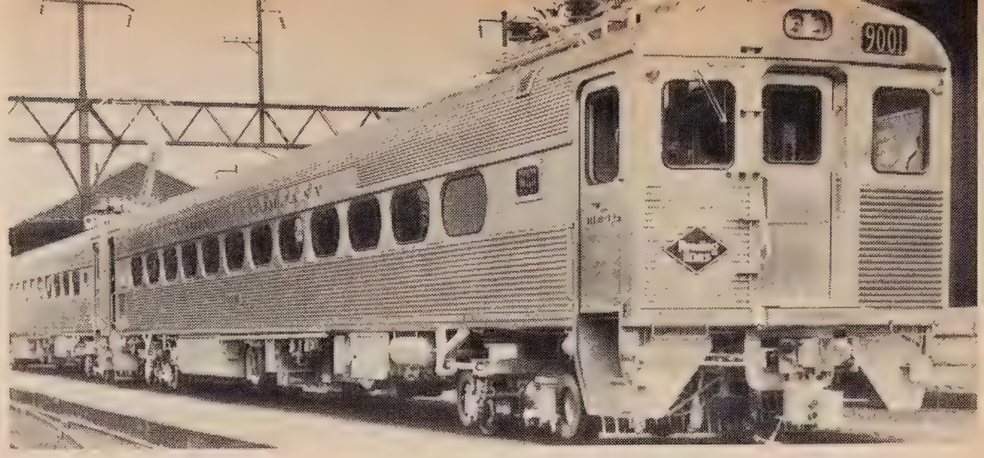
"They forgot to take out their bedding," he replied with a grin.

Sure enough, that is what happened. The old engine had been laying around for days, with her valves and pistons dry. When she failed to move with a little steam, the hostler widened on the latch. All the bagging and waste that floated in the boiling water rushed to the dome and under the seats of the spool valve, where it caught. The hostler was helpless from then on. He could not shut off the steam going to the cylinders.

The usual hearing followed and the details were quickly aired. Paine took the blame; and from that day on, Regan and I were given the hydro assignments. Every time I ground the joint, I made the usual bed for personal comfort but took care to remove the blanket when my job was done. One roundhouse mystery was enough. ●

BOOKS OF THE RAILS

by Albert Herskovits



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Reading Company photograph

COMMUTER RAILROADS, by Patrick C. Dorin, hard cover, 192 pages, 8½x10″, photos, appendix, maps, index, Superior Publishing Co., $12.95.

Suburban service of major U.S. and Canadian metropolitan centers is comprehensively covered in this nicely printed work. Chapters include roads operating out of Boston, New York, Philadelphia, Washington, Chicago, San Francisco, and Montreal. There are dozens of photos, with steam, electrics, push-pull trains, and doodlebugs well represented. Unfortunately, the photographs were not chosen as carefully as the subject demanded; there is an over-reliance on publicity shots and undramatic yard views.

NEW MEXICO'S RAILROADS, by David F. Myrick, hard cover, 206 pages, 6x9½″, illustrated, maps, index, Colorado Railroad Museum, $7.95.

The first railroad to reach the New Mexico border was the Santa Fe, when it crossed Raton Pass in 1878. Many others followed and this historical survey deals with them all, from the large ones: Espee, D&RGW, Colorado & Southern, Rock Island, to the small coal and mining roads: New Mexican Midland, York Canyon, Cimarron & Northwestern, etc. There are numerous rare old views of motive power and stations, plus a section on streetcar lines.

GREEN LIGHT: COMMEMORATIVE ISSUE, Oct. 1970, D. J. Davidson, editor, soft cover, 36 pages, 8x11″, illustrated. Denver & Rio Grande Western Railroad, $1 (not available from our Book Service). Send to Editor, *Green Light*, **P.O. Box 5482, Denver, Colo. 80217.**

This special centennial issue of *Green Light*, the D&RGW employee magazine, is a welcome addition to the literature on the famous "Scenic Line of the World." There are articles on motive power, passenger service, and general history, all railfan oriented. Also many old photos, reproductions of early timetables, and a two-page spread on various Rio Grande emblems used over the years. The front and back covers are

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beautiful 8x11 color paintings by Otto Kuhler, suitable for framing. Editor Davidson and his staff are to be commended for this fine edition of *Green Light*.

TRAINS, by John Day, hard cover, 159 pages, 5½x8½", 125 color illustrations, index, Grosset & Dunlap, $3.95.

A carefully-written survey of U.S. and world railroads: how they work, what they carry, how they developed, problems of gage, etc., all simply explained. This looks like the perfect book for youngsters who want to learn the basics without having to wade through complicated details (parents should like it, too).

WESTERN INCIDENTS ON THE UNION PACIFIC, by Col. Silas Seymour, soft cover, 129 pages, 5¼x7¾", Triple R Press, Wm. C. Rogers, pres., $3.25.

Reprint of an 1867 account with Seymour describing his adventures aboard a special Union Pacific train with government inspectors from Kearney, Neb., to the end of the UP track. One incident was a sham Indian battle staged by Pawnees, proving, we imagine, that present-day tourist roads were doing nothing new when they decided to feature these in their operations.

TRAIN ROBBERS AND TRAIN ROBBERIES, by William A. Pinkerton, 79 pages, 5¼x6½", hard cover, illustrated, edition limited to 600 copies, Frontier Book Co., $3.50.

Nobody was better qualified than the late Mr. Pinkerton to cover this subject, for he headed a famous detective agency and personally helped to track down some of the bandits he tells about. Although written some 60 years ago and now reprinted, the material is presented in a crisp style, no words wasted.

A correction sheet for *CN Steam Power*, by Clegg and Corley, is available free from R.F. Corley, 490 Albertus Ave., Peterborough, Ont., Canada, for a self-addressed, stamped envelope.

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The books are available only by mail. *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
TRAIN WRECK! Wesley J. Griswold	$ 5.95	($ 5.65)
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ROMANCE ON THE HIGH IRON

by Arthur T. Armes

LEANING against the post marked Section No. 60, on the Red River Valley & Northwestern, section boss "Pop' McCarthy extracted his watch. His crinkle-cornered eyes studied the small hand while it slowly arched off a minute. Satisfied it was on the hour, he slipped the time piece back into his frayed vest pocket.

"Noon, boys," he said sedately.

Instantly, six shiny shovel blades clattered to the ground. The gandy dancers washed down with cold coffee their dry sandwiches, then remained seated on the handcar, staring moodily at the North Dakota landscape. On a nearby dirt road beside a lush grain crop, a farmer was driving a horse and buggy. To the trackmen, he appeared to be riding the crests of billowing wheat. The ripening golden heads rose and fell with a mild breeze.

Michael O'Donnell, a beetle-browed, fat-faced, young man with a plump nose, watched the rig absent-mindly. At length he said, "Think I'll get me a wife."

Another gandy, Paul Broady, retorted, "Where the hell would you ever get one?"

"By mail," Mike said crisply, producing from his grease-spotted overall pocket, a crumpled folder entitled *Lonely Hearts*. He pointed to a front-page portrait of an attractive young woman. "Thot's the gal I'm goin' ter try t' marry." For the benefit of his fellow gandies, he raised his hoarse voice and slowly read the words:

"Widder — blonde — un-en-cumbered — dee-sires — corres-pond-ence —with a am-bee-tious man with a view to marriage."

The king snipe cut in: "Watch out fer them widders; they're dynamite!"

"Not all of 'em," dissented Paul.

"You all talks big words," drawled another trackman, Hank O'Hara, gazing blankly into space. "Un-en-cumbered, wot's it mean?"

Paul assumed an air of wordly wisdom. "It means, she ain't got any kids, boy friends, dough, or anythin' else!"

Boomer Hogan soliloquized: "If I was lookin' around fer a ball an' chain, I'd want a blonde with a good-size piece o' jack and then I'd damned quick stop shoveling ballast between ties an' moving from pike to pike."

"Those kind are no good," Paul argued noisily. "After you're hooked, all you'd hear is, 'Where would you be if it wasn't fer my money, nothin' but a worthless bum!' "

Mike pondered a while, weighing the two schools of thought.

A rattler roared along the high iron. Its long string of swaying boxcars bumped and the wheels rhythmically clicked by over the rail joints. The section crew eyed the rear of the caboose as it receded down the track.

All was quiet again and Paul studied the matrimonial line-up. He turned to Mike. "Where'd you git this?"

Mike jerked his sweat-stained, battered, felt hat vaguely north.

"Found it down in th' grade ditch. Someone musta throwed it offa train."

"Some poor dub on his last trip, before he settles down to be sidetracked fer life," joked Boomer Hogan.

Mike's brow contracted. "How much would it set me back?"

"Lemme see!" Paul riffled through the two-page sun-yellowed paper. "That sum oughta be mentioned at the tail end o' this rag." His eyes settled on a box captioned:

" 'Confidential introduction arranged by letter. Fill in name and address. Enclose $2 and mail to Box 7051, St. Louis, Mo.' "

Paul indicated the ruled blank space. "There y' are, Mike, fill that in an' don't ferget the two bucks."

"Once I sent a five to a guy in Winnipeg," Hank cut in gloomly. "They was a phoney outfit . . ."

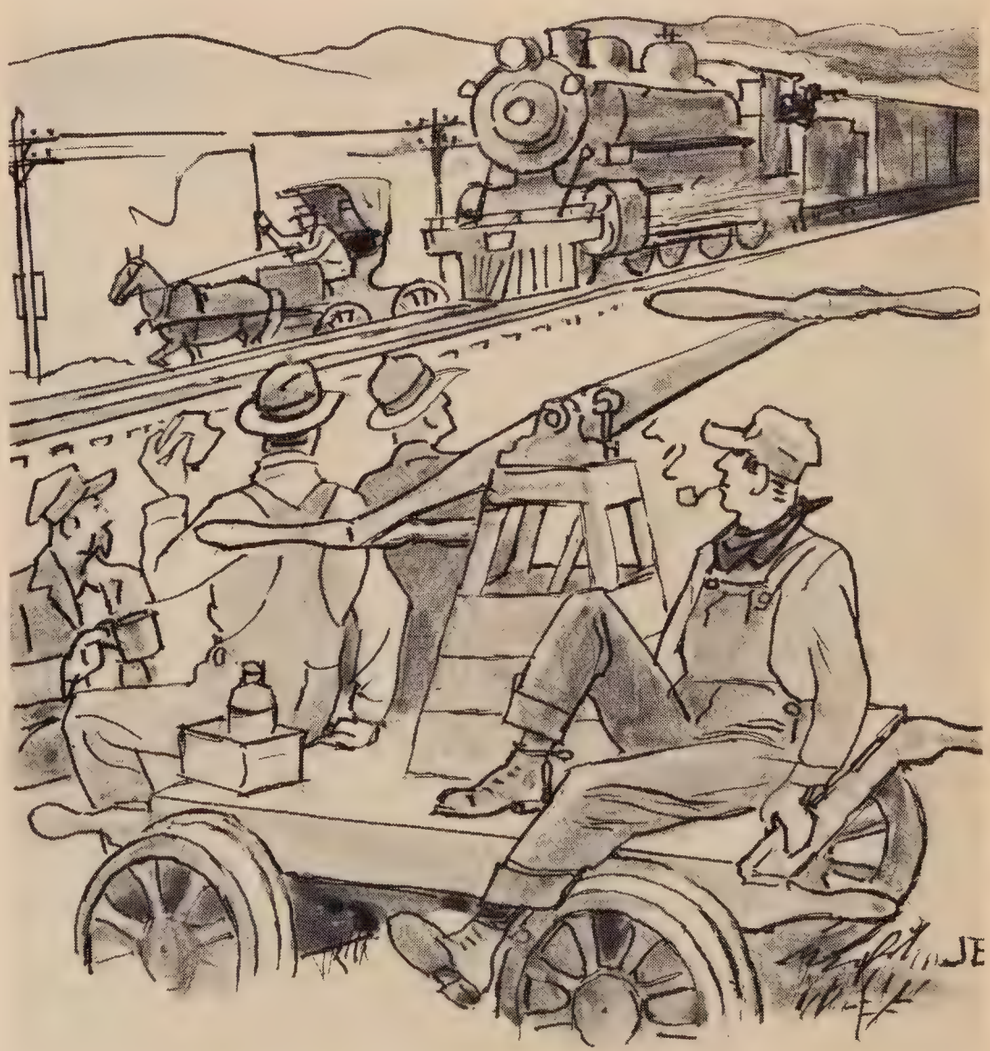
"Think I'll mail the two bucks an' take a chance," Mike announced.

"Soft-pedal the bushwah," Pop warned, "Here comes Mac."

McCarthy came up the roadbed in long strides. He stood majestically fingering his Elgin. Then: "Let's go!"

The gandies bent over and reluctantly picked up their shovels.

THAT evening in his boarding house, Mike filled out the address blank and inserted a two-dollar bill. At the end of the week he found an envelope



On the handcar, the gandy dancers stared moodily at the North Dakota landscape.

addressed to him on the hall table. The enclosure read:

Your application received. You are listed as No. 99 and enrolled as a member. The address of the young lady you desire to contact is Olga Jansen, General Delivery, Minneapolis, Minn. Send your description, age, height, etc. Under separate cover we are forwarding a new edition of *Lonely Hearts*.

Mike promptly sat down, moistened the tip of a stub of pencil, and composed a letter stating his qualifications for a position as the widow's second husband. He dated it July 5, 1900, and gave as his address Boarding House, Dawton, N.D.

Deer Olga Jansen:
I am writeing to let you know I rede about you in a paper called *Lonely Harts*. I am thirty years old, six feet high, my hair is dark. I am a section hand and I works every day but not on Sunday on the RRV&N Railroad. Will write more when i heer from you. Yours truely, Mike O'Donnell.

He handed the misspelled composition to Paul Broady for a check-up.

"D'ya expect an answer to that?" Paul scoffed. "No dame in her right mind ud write to a gandy dancer. Rub out 'section hand' and put in 'railroad man.' You've gotta make a build-up, git her dreamin' you're somebody on the gravy payroll, like a roadmaster or hogger or a con."

Mike sat mute, chewing on the tip of his pencil, his sea-blue eyes staring pensively as he weighed the advice.

Paul airily waved a hand like a catcher's mitt. "All is fair in love an' railroading. If you wanta get next to that queen, you've gotta lay it on thick." He paused and added: "Wassa matter? If you meet her in person, give her a line about you've put in a bid fer a roadmaster's job."

Several minutes passed before Paul's convincing logic penetrated Mike's Celtic head and he deleted the wording that betrayed his lowly role. The eraser made a smeary blotch on the cheap tablet paper.

"Damn it!" he muttered, ripping off the sheet. "Gotta do it all over."

THE NEXT day Pop McCarthy gazed at Mike with a frown of wonder. Mike was actually shouldering and carrying tamarack ties alone. He was also humming *My Wild Irish Rose*.

Pop shrugged his shouders. "Th' boy is actin' kinda light-headed, maybe. He must be hittin' th' booze. If he gits too bad, I'll hafta fire him."

To Mike the succeeding three days while he waited for an answer seemed to lapse with painful slowness. On the fourth evening he spotted a pink envelope on the hall table, addressed in a feminine hand. Feverishly, he tore it open. A strong smell of perfume rose from the paper as, like a child spelling out a school primer, he haltingly read:

My Dear Mr. O'Donnell,
It was sweet of you to reply to my advertisement. However, one must be careful in writing to strangers. I would like to know with whom I am corresponding. So, please state what railroad position you hold on the RRV&N.
Affectionately, Olga Jansen.
P.S. Send me your photo.

Mike pored over the note for five minutes, studiously scratching his shock of black tousled hair. Finally, he got the gist of it. Then, for another five minutes, he sat with his pencil poised and he finally wrote:

Deer Olga Jansen:
Got your note, today. In reply. I'm a straw boss. Am next in line fore a roadmasters job. The pitcher shows me, taken when I was much younger looking. Yours truly. Michael O'Donnell.

Mike read the message over to himself. "'Am in line fer roadmaster.' That'll prove I'm ambitious." He chuckled softly as he sealed the missive. "I carry the keys fer the switches an' tool shanty, so that makes me a straw boss."

Olga's answer came by return mail:

My Dear Mr. O'Donnell,
I'm a soldier's widow and do not understand the slang language of railroadmen. So, I've no idea what the duties of a straw boss are, but I believe you are a foreman in a high official position. I gather from your letters and photo that you must be a nice ambitious young man. Soon, I will be visiting my aunt who lives at Whyle, N.D., up your way and I will stop over at Dawton and call on you. However, I am not quite sure when it will be. Affectionately, Olga.

Mike tried to guess the probable cause of demise of her late spouse. "He musta got hisself kilt down in the Cuba War." He whistled under his breath. "Suppose she comes an' finds me in these ragged overalls! To meet her I oughta have on me store glad rags."

Anxiously, he lived through the next few days. He would liked to have reported for work wearing his best clothes, but had sense enough to realize that lifting ties was no way to preserve his Sunday suit. All he could do was hope that Olga would come on a Sunday.

Unfortunately, it was on a Tuesday that Roy Moore, the young op and station agent at Dawton, observed one passenger, a young woman in a peekaboo waist, unload from the 2 p.m. varnish. He stared and his heart began pounding. She was of medium height, with a slim figure, a neatly rounded behind, and a straw sailor hat that topped her blonde pompadour.

"Who is she?" the brass pounder wondered. He wished she would enter the depot and speak to him so he could get to know her.

At that moment Olga gave him a shy pleasant glance. Then she directed her gaze up and down the main iron. As if bewildered by the strange surroundings, she stood hesitant, and finally sauntered into the station.

"Could you tell me where the straw boss lives?" she queried. Her smile revealed pearly white teeth.

"Straw boss!"

There was no railroad employe of that classification in the vicinity. He thought she was joking in an attempt to make his acquaintance, and racked his brains for a suitable wisecrack in answer.

But Olga's puzzled expression and innocent blue eyes warned him that she was serious.

Come to think of it, Roy decided, there was a straw boss at Bassetlaw, forty miles north, where an extra gang was at work surfacing the roadbed for heavy grain traffic in the fall. To help handle the large crew of drifters, the head foreman had an assistant or straw boss. Roy paused before he spoke, wondering what her mission could be. It was not considered proper for young ladies to visit the roughneck occupants of bunk cars.

Then his features lit up. "I guess you mean the section foreman?"

"Where is his residence, please?"

The agent led the way out to the station platform, and pointed to a nearby building. "It's that yellow house."

"Oh," she cooed. "Thank you."

For a minute he gazed at her retreating figure as she tripped lightly down the track shoulder path.

"She may be a relative of the McCarthys," sighed the op, as he swung round and hurried back to the depot office. The ticker was thundering from Whyle, calling for the Dawton operator's attention. His nimble fingers expertly tapped the instrument key in answer. He paused and listened, then hastily reached for flimsies to dash off the train order . . .

OLGA approached the section house, dubiously eyeing three children who were playing in the fenced-in front yard. She timidly rapped the front door panel. While she waited, the kids saun-

tered up, and stood popeyed with curiosity, squinting up at the visitor.

The sun-blistered door swung back, revealing a stern-faced, middle-aged woman, clad in a freshly laundered gingham house dress. Her eyes roved over the stylish clothes of the stranger.

"Does Michael O'Donnell live here?" quavered Olga.

The woman shook her head. "No! Me husbind's name is McCarthy."

Olga pursed her lips in vexation. "That's strange." She reflected for a moment, then added, "Mr. O'Donnell wrote and told me that he lived here in the boarding house."

"This isn't a boardin' house, this place is a section house," corrected Mrs. McCarthy, patting her coiled brown hair.

Olga fidgeted through her handbag, extracted and displayed a portrait. "This is the gentleman I wish to find."

Mrs. McCarthy's forehead creased as she examined the picture.

"Why, that's Mike," she said. "I've niver seen him before all dolled up like that, shaved, his hair combed an' parted an' a white, high collar."

"Who is he?" Olga asked fervently.

"One of me husbind's section hands!"

"Section hand!" gasped Olga. "Why, he said he was some kind of foreman."

Mrs. McCarthy shrugged, folded her arms across her ample bosom, and stood silent, as if expecting another question.

But Olga had heard enough. Whispering a "Thank you," she wheeled around on her high heels and walked dejectedly back to the depot. She went straight to the ticket window and inquired in a quivering voice, "What time will there be a train south?"

Roy's eyebrows lifted in surprise at her quick return, but he was used to the vagaries of the traveling public.

"Number four is three hours late. It'll be here about eight tonight."

HER fingers drummed nervously on the counter as she gazed up at him. She liked his frank hazel eyes, framed in a cleancut countenance. She was suddenly sure that he was a gentleman she could trust.

Her eyes misted as she asked, "Why are men such triflers?"

Roy moved to her side in the waiting room. "What is troubling you?"

Between suppressed sobs, she gave a short summary of her dealings by mail with a prevaricator named Michael O'Donnell. Roy was a bachelor and had not lost his sense of gallantry. He started an eloquent flow of soothing phrases, then abruptly trailed off at the sound of a long-drawn wail from the northbound freight whistling by the milepost.

"I'll hafta get outside for a few minutes," he said.

Picking up the two train-order hoops, he hurried outside, took a position at the platform edge and gave an upward glance to see if the color was correct. Then he rigidly waited.

The fast freight rolled up with a roar, the hog's exhaust pounding and hissing steam. The lordly hoghead sat, resting his elbow on the window frame, his eyes steadily focused up ahead on the sunlit gleaming steel of the main stem.

On the threshold of the waiting room, Olga suddenly thrilled as she observed the fireman, standing tense on the cab deck. His left hand gripped the grab-iron, the right arm crooked to catch the hoop. When the hoop encircled it, he deftly snatched off the train order, tossed the hoop back to the platform. A grin showing through the coal dust smudging his youthful features. He waved a gauntleted hand to the op, and Roy returned the friendly gesture.

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The hostshot rattled and banged by at a slow clip. Atop the crummy, as the conductor grasped the doghouse handhold, his gaze lowered to the end man on the rear step. The instant the hoop was caught, the con's hand shot above his head, waving toward the engine. The throttle artist acknowledged the highball with two short, high-pitched whistle blasts, and gave her the gun. Immediately, she hit the ball.

Roy watched the caboose rear trucks fade away down the track in a vortex of swirling dust. All was quiet again while the acrid smell of coal smoke lifted. Roy was aware of a dainty odor of lilac. He smilingly faced Olga.

When the night operator came on duty, Roy was exchanging lively small talk with Olga. The second trick op had the impression that she was Roy's sister. The two left together for supper at the Dawton Hotel, and did not return to the station until five minutes before Number 4 was scheduled to arrive.

The night-trick man reversed his previous deduction on their relationship. Yeah . . . they acted too romantically attached to be brother and sister.

MIKE trudged up the station platform, vaulted up on a baggage truck and seated himself beside a moon-visaged station lounger.

"Roy is a fast worker," the lounger quipped, nodding toward the interior where Roy and Olga were sitting together on a bench.

"I've gotta order in fer one jist like her," grinned Mike. "She sure is a looker and a blonde at that."

At the far-off rumble of Number 4, the two clods ceased trading witticisms on female pulchritude. They sat, listening to the intermittent *chug-chug-chug* becoming louder and louder, staring down the right-of-way. The locomotive headlight beam reflecting on the rails gave them a silver-like polish.

The roustabout turned his freckled visage to Mike. "She's comin.'"

The hoghead confirmed that remark with a long-drawn-out screech of his whistle. In a few moments, the train pounded in. The brakeshoes gave a dull metallic clang and snapped tight against the coach wheels, jerking them to a smooth stop.

Roy Moore and Olga walked arm in arm through the station door. In the dim light, they glanced at nobody. Mike wistfully watched Roy assist his lady friend up the coach step. She turned and waved an affectionate parting hand

The con called, "All aboo-o-ard!" Placing a foot on the vestibule step, he simultaneously gave the head end the highball. The varnish glided slowly on.

The tail lights vanished from Mike's sight in the gloom of night. Disregarding the presence of his companion, he leaped down from the baggage truck. As he shuffled back to his boarding house, he thought of the girl he expected to arrive in Dawton soon, Mrs. Olga Jansen.

At five minutes to seven by the depot clock next morning, Section Boss McCarthy hustled into the station for his daily train schedule. He exchanged the usual morning greeting with the op.

"By the way, Mac," began Roy, "did your wife mention she had a caller at your house yesterday afternoon?"

"Faith! Yes!" said McCarthy in perplexity. "We've both bin tryin' to figger out what Mike has bin up to."

Roy smiled. "He's been writing love letters and mis-stating the facts." The operator lowered his voice and placed a silencing forefinger to his lips. "Keep what you know under your hat: me an' that young lady are close friends from now on."

An understanding grin shone on the king snipe's face. Then, looking redder than ever, he grabbed up the train schedule and waved a departing hand. "Wish yez luck!"

Time flowed firmly on while Mike, the poor chump, waited for Olga Jansen to appear. At length he ceased to hope.

At the Dawton Hotel, letters in a feminine script were regularly filed for Mr. Roy Moore, who answered them in a flowing op fist which attested them grammatically perfect. At the end of three weeks, Roy wired the super: "Send relief telegrapher. Going to Minneapolis to get married."

That same day on the roadbed, Mike O'Donnell lazily withdrew his shovel from the gravel at the tie edge, rested his freckled paw on the handle, and peered furtively around for McCarthy. The boss was several rail-lengths away.

"Say, Mike!" Pop lifted his voice cautiously, "How'd ya make out with thet blonde widder?"

Mike shrugged. "I niver seed thot gal, or heered from her agin."

Pop smirked. "I knew that *Lonely Hearts* setup wuz a fake." ●

West Virginia Shortlines

Locomotive Rosters Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
Beech Mountain Railroad									
———	100	650	Whitcomb	65 DE 19A	B-B	32,500	130,000	1944	1
———	8820	500	GE	80-ton	B-B	40,325	161,300	1943	2
Kanawha Central Railway									
———	1	300	Plymouth	ML-8	B-B	23,000	70,000	1939	
Kelley's Creek & Northwestern Railroad (owns two units, the specifications of which are unknown to us)									
Monongahela Railway									
DES-1A	400-406	1200	BLHW	S-12	B-B	61,770	247,100	1952	
DES-1B	407-418	1200	BLHW	S-12	B-B	62,125	248,500	1953	3, 4
DES-1C	419-426	1200	BLHW	S-12	B-B	61,650	246,600	1954	4
DFA-8A	1205, 1207, 1209, 1213, 1216	1600	BLHW	RF16	B-B	63,750	255,000	1951-52	5
DFB-8A	3708-3709	1600	BLHW	RF16	B-B	62,600	250,400	1952	6
?	2000-2004	200	GM-EMD	GP38	B-B	?	?	1969	
Strouds Creek & Muddlety Railroad (owns no locomotives)									
West Virginia Northern Railroad									
———	50-51	1000	GM-EMD	NW2	B-B	54,000	250,000	1946-7	7
———	52	1200	GM-EMD	SW1200	B-B	54,000	250,000	1958	
Winifrede Railroad									
———	12	1000	GE	88-ton	B-B	44,000	176,000	1957	8
———	13	1500	GM-EMD	SW1500	B-B	63,519	260,000	1967	

West Virginia Shortlines

Rosters are based on data from Winifrede's supt. and B&O's supt. and are accurate as of the second quarter, 1970. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in the Official Guide, the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles.

Locomotive builders: GE, General Electric Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse; GM-EMD, General Motors-Electro Motive Div.

(1) BM 100 was originally U.S. Army 8443, then S.A. Healy Construction Co. ?, then South Buffalo ?, then Pan American Engineering Co. ?, then BM 100 (1/54). Railroad claims that this unit weights 80 tons and was numbered U.S. Navy 000312 and was built in 1942.

(2) GM 8820 was originally Baltimore & Ohio 190, then B&O 198 (1948), then B&O 8820 (1956), then BM 8820 (3/61).

(3) Monongahela 410 scrapped (9/4/64).

(4) Monongahela 415, 419, 422, 425 were sold to George R. Silcott (6/26/64), then to Pickands-Mather, renumbered 7244, 1, 2, 7245.

(5) Monongahela 1205, 1207, 1209, 1213, 1216 were originally New York Central 3805, 3807, 3809, 3813, 3816; then NYC 1205, 1207, 1209, 1213, 1216; then Monongahela 1205, 1207, 1209, 1213, 1216. All are cab units.

(6) Monongahela 3708-3709 were originally NYC 3708-3709, then Monongahela 3708-3709. Both are booster units. Monongahela 3709 was bought for parts.

(7) WVN 50-51 rebuilt to 1200 hp.

(8) Winifrede 12 sold to Silcott; then to Diamond Shamrock Chemical Co., where it has no number.

ONE-TOWN INTERURBAN LINE

by Stephen D. Maguire

Bristol, Va., horsecar in 1890 on a muddy street just east of the Virginia-Tennessee state line.
Collection of Stephen D. Maguire

THIS title may seem screwy, but keep on reading. You could say that the locality is really two towns, both named Bristol. One is located in northeastern Tennessee and the other in southwestern Virginia; but together they form a single community, a downtown area separated only by a railroad line running down the middle of their main street. Anyhow, the so-called interurban line crossed a state boundary without leaving the purlieu of Bristol.

In 1889 the combined population was only 6,000, but they needed public transportation; so a plodding mule-car line was built from the Fairmount Hotel down Pennsylvania Avenue to State Street and on to 9th Street, crossing the interstate boundary. A solitary mule-car, not noted for speed, was driven by M. F. Tyree, who eventually became a motorman on the trolley line built later over the same route.

Mule service lasted until March 1, 1891. Then the barn in which the patient beast and the car had been stabled caught fire and burned to the ground. The body of an elderly barnkeeper was found in the ruins, stuck between the hoops of an oil barrel. It was thought at first he had been wedged there while trying to escape the flames. Then the local Sherlock Holmes traced the death to a fellow employe at the barn. The guilty man was arrested, tried, convicted of first degree murder, and given a life term.

Crimes of violence were probably no less common in those days than they are today. On the same night that the Bristol car barn went up in smoke, a man not linked to the case was lynched in Burson's Grove, several blocks distant from the barn, on the Virginia side of the twin towns.

After the fire, the mule-car system was purchased by local men, John Caldwell and Ben L. Dulaney. The latter's son, Fred, managed the line thereafter until its abandonment. They electrified it and extended the track two miles into a new land promotion on the other side of town. The equipment consisted of old steam-train passenger coaches with ends enclosed and set on obsolete Peckham trucks into which electric motors and controls had been installed. There were five closed and three open cars, the latter also being homemade conversions from other steam-road equipment. Thus began the "one-town interurban," known as the Bristol Belt Line Railway Co.

The 5-mile trolley route was opened on a cool November day in 1891. Cheering and gesticulating passengers, some of them doubtless fortified by bourbon, filled the first electric car to overflowing. The run was smooth and pleasant, except that the car killed a red calf and then a trolley wire broke. The cry, "Look out for the live wire!" nearly caused a panic.

For most of the life of the streetcar system the car barn was a large frame building that later was used as a salvage company store and was finally destroyed by fire, like its predecessor.

Andrew Hoover, one of the streetcar drivers, related that the principal traffic problem was to make a precision stop at stepping stones along State Street so that ladies alighting from the trolley wouldn't have to step in the mud and soil their long skirts.

"We made a round trip every hour and the fare was five cents or 25 trips for a dollar," he recalled. "Sometimes wagons would stall on our tracks and no matter how much I tapped my foot on the gong, they wouldn't budge. When we came to the railroad tracks, the conductor would get off for a good look to be sure everything was clear. Whenever we ran off the rails, we'd telephone the office and they'd send out a car with crowbars and other heavy equipment to help rerail us."

In 1912 the little interstate trolley line made a big step forward; it bought a 12-mile narrow-gage steam railroad that ran from Bristol, Tenn., to Big Creek in Tennessee. This was the Holston Valley Railroad Co., a three-footer that hauled logs to the Bristol mills.

The Bristol streetcar company electrified the narrow-gage line to Big Creek. It did a successful business in transporting Sunday excursionists to a popular resort at Big Creek and other Bristolians going to cabins they used as summer retreats.

Auxiliary power for the streetcar line, of which Fred Dulaney became general manager in 1908, and the electrified railroad was obtained from a converted sawmill dam and turbine wheel.

Mr. Dulaney built an automatic cutout to throw the current into the river when it was not used in pulling cars.

In later years the line was renamed the Bristol Traction Co., but that didn't boost patronage. By 1917 financial distress forced a foreclosure sale to a group led by B. L. Dulaney, a member of the family that had operated the line for years. Finally, in 1918 the old wooden passenger cars that had been electrified years before came to their end. The line stopped running and its steel rails were sold to the U.S. Government for scrap iron for World War I.

Fred Dulaney himself dismantled the old cars, with a feeling of nostalgia that was said to be too great to be borne. He used their motors and other parts to build mine locomotives. These replaced mule-pulled mine cars at the Benedict Coal Co. mine at St. Charles, Va.

We are grateful to Dave Steinberg, of Chattanooga, Tenn., for much of this story. Through the efforts of such readers we can bring you lore of long-forgotten trolley lines. ●

I WAS A NEWS BUTCHER IN 1906

by William A. Willis

BACK in 1906, when *Railroad Man's Magazine* first came out, I was a 16-year-old news butcher on the Katy, running out of Parsons, Kansas, and I remember selling copies of the red-covered ancestor of the present *Railroad Magazine*. It had a smaller page size, was pretty thick, and cost a dime. Those earliest issues carried no illustrations.

I worked for Union News Company, which employed news butchers on Katy passenger trains out of Parsons. I worked various runs. On one of them we'd go to the old Union Station in Kansas City, Missouri. From that depot our trains would be backed into the Katy terminal at Glen Park. There the engines would be turned and the coaches cleaned for the return trip to Parsons.

My supply of merchandise was kept in a trunk and a large hamper, I sold apples, oranges, bananas, and sometimes other fruit, in addition to chocolate candy, lemon drops, caramels, salted peanuts, and crackerjack. The last-named item was a good seller 65 years ago just as it is today. I also carried cigars and a few fiction books.

My sales commission was 20 percent, but I had other ways of making money. As Union News Co. did not furnish me with newspapers, I would buy 20 or 30 papers at a cent apiece and sell them for a nickel. On one trip a man boarded the train at Wagoner, Oklahoma, and showed me a pamphlet filled with racy jokes, toasts, and erotic poems.

"Kid," he said, "I'll sell you a dozen of these for two dollars. You can easily get a dollar apiece for them."

I decided it was worth a gamble. Not knowing whether or not it was illegal to sell such pamphlets, I would quietly size up a passenger before offering him a copy. I didn't ask a dollar, but felt lucky to get rid of all but one of them for fifty cents apiece.

That last one I tried to sell to a fellow who boarded the train at Fort Worth. I sized him up as a college student, but he turned out to be a minister of the Gospel. He lectured me on immorality and said I was violating the law, so I threw away the final copy. Even at that, I made $3.50 on the deal.

En route to Kansas City one day, the conductor introduced me to Gen. Frederick Funston. The general gave me a note to a K.C. company asking them to make a pair of lapel letters UNC for my uniform coat. Later, I got the letters and mother sewed them on.

My best-paying run—the only one on which I stayed overnight—was between Parsons and Oklahoma City. I found it almost impossible to rent a room for the night in Oklahoma City, so I would stay over night in the Pullman car, with the Pullman conductor and the porter. I will always remember that I was in Oklahoma City on November 16, 1907, the day Oklahoma became a state, but I did not take part in the festivities.

At a place called Fallis, also in Oklahoma, the Katy crossed another railroad in a deep cut. As the spot had no block signals or crossing gates, one of our crew men had to walk ahead to make sure there was no train on the other railroad track and then to flag our train across. Our consist included a Pullman car with an observation platform which went southwest from St. Louis to Oklahoma City.

One day I stood on the platform as our train was going over the crossing and I saw our porter, who had flagged us across, running behind, giving a frantic washout, or stop signal. As I was familiar with the bell-cord signals which sounded in the engine cab, I went inside the Pullman looking for the cord. The ladies' room was in that end of the car and the cord went through it. Unwilling to enter that room, I returned to the rear platform.

The train was equipped with a back-up hose, an exhaust valve, and an air whistle. I stopped the train by opening the exhaust valve slowly. I knew how to do this because on my rides between Glen Park and Kansas City I had seen crew men stop trains when something was wrong with a switch. If I had opened the valve wide it would have caused an emergency application of brakes with possible injury to passengers. The porter caught up with our train, and Conductor Welsh bawled me out for what I had done.

"I didn't hurt anyone," I said.

"That makes no difference," he said. "You should have come to me."

To have done so, I would have had to go through the Pullman, two chair cars, and the smoker. By that time the train would have been quite some distance down the track. But Mr. Welsh still insisted that I had done wrong, adding: "I'm not going to report you, kid, but don't ever do it again."

On a trip to Oklahoma City one July 4th a coffin was loaded into the baggage car at Coffeyville, Kansas. A lady with a mourning veil and two men wearing black arm bands got on the train. The casket was unloaded at Bartlesville, Oklahoma; but somehow the authorities had been tipped off. They opened the casket and found it full of bottled liquor. After saving a few bottles for evidence, they destroyed the others.

Another unusual sight I saw on a news butcher run was the body of a man hanging from a tree near the depot at Osage, Oklahoma. The conductor told me, in answer to a question, that the fellow had been hanged for killing a brakeman. The Katy tracks at Coffeyville pass a cemetery. Just beyond the right-of-way fence I saw the graves of Bob and Grat Dalton, who were shot dead on October 5, 1892, while trying to rob two nearby banks. As I had read about the Dalton gang and had seen pictures of the gunmen's bodies lying in the street, their graves held a grim fascination for me.

One day the Pullman conductor motioned for me to sit beside him. Then he asked, "See that lady up there?" I nodded, and he went on: "I think she is a company spotter. She has been trying to flirt with me ever since we left Oklahoma City. If I had responded to her overtures, I'd probably be out of a job by the time we reach St. Louis."

Both Thomas A. Edison and Walt Disney were news butchers for short periods of time while in their teens, and then went on to fame. I didn't. Incidentally, I worked only two years with Union News as a news butcher. ●

Photo shows first Katy station (left) at Parsons, Kan., and one which replaced it.

California Western 2-8-2 hauls *Super Skunk* train around a sharp bend near McGinnis Ranch, west of Willits, Calif.
Photograph by Virgil C. Staff

IN SEARCH OF STEAM

with
Mike Eagleson

THAT famous Civil War 4-4-0, the *General*, which was preserved so long and so well in the Chattanooga, Tenn., station, has now, by court decree, been given back to the State of Georgia, which owns the railroad on which she operated. What happens now?

McCloud River steam is no more. The California shortline bowed out Oct. 10th with a final fantrip using 2-6-2 No. 25. The 25 was to have doubleheaded with Yreka Western's 2-8-2 No. 19; but Southern Pacific, being anti-steam, wouldn't let the 2-8-2 travel 50 miles each way over its rails to join the Prairie for a two-engine special. Due to a need for costly repairs, the 25 has been retired. Who knows her future?

Ex-CB&Q 2-8-2 No. 4960 has been donated to the Mid-Continent Railway Museum at North Freedom, Wis., by the Wisconsin State Historical Society. The Mikado is no longer under ICC and will require reflueing to operate again as a common carrier, but is in fine mechanical shape. The Museum's board of directors awaits offers to restore her for mainline excursions, since she is too heavy for its own track.

Last October, 0-6-0 switcher No. 105 was seen at the C&O yards in Columbus, Ohio. Then she was shipped eastward by Penn Central—to where and for what purpose?

Salt Creek Railroad's 2-8-0 No. 33 (ex-LS&I), is now in top mechanical shape after being reconditioned. She was last under steam on Mother's Day, 1970, in Ohio; but I'm withholding the exact location to protect her from vandals, writes John B. Corns, 1614 Ambler Ave. S.W., North Canton, Ohio 44709.

Steam power is gone from the cross-frontier route from Cheb, Czechoslovakia, to Schirnding in West Germany. Russian-built diesels have taken over. Which reminds me that the Railroad Enthusiasts will sponsor a steam trip to Germany and Czechoslovakia, leaving New York on May 13th and returning May 30th. Since the Icelandic air fare is good for 45 days, you can stay in Europe that long if you wish. This is a rare opportunity for steam photography, since it is difficult to penetrate the Iron Curtain for railfan activity. The price, under $600 per person, will cover air fare, car rental with gasoline, and hotels, some meals, and guide fees. Contact Lee Beaujon, 16 Hickory Ave., Bergenfield, N.J.

Recently I signed a contract with Grosset & Dunlap, publishers, to co-author a hard-cover book with Ron Ziel called *Twilight of World Steam Locomotives,* to come out in the spring of 1972. Ron is now overseas on a 5-month journey to photograph steam in 30 countries for the book. So far I have shot steam in 12 countries, with more coming up soon.

Ron tells me that steam in Finland is in its last days. He was lucky to catch a 1945 U.S.-built Vulcan 0-6-2T working freight, plus a glamorous 4-6-2 working passengers. Several 1955-'57 era 2-8-2's are still in steam, as are immaculate green 0-10-0's and 0-6-0's. Finland today has 50 active steamers, of which 25 worked in November. Another 50 were to be fired up this winter, but 40 new diesels coming in summer will wipe out such activity. Surprisingly, builder's plates sell for a mere $2 apiece. I'm sure Ron will stock up on them.

Word is out that the Roanoke, Va., Transportation Museum is looking for a Norfolk & Western 0-8-0, class Sl or Sla, that might have evaded the scrapper's torch. The Museum now houses N&W J 4-8-4 No. 611 and will shortly be the home of class A 2-6-6-4 No. 1218 from Steamtown and a 2-8-8-2 Y-3a from Hamilton, Ohio, or even one of the two Mallets owned by Roanoke scrap company.

Southern 2-8-2 No. 4501, painted solid black, was used in Columbia Pictures' new movie "Fools Parade," photographed around Moundsville, W. Va.. last fall. She was used on the Crossville, Tenn., trips of Oct. 24th and 25th still lettered B&O. Who will send me pictures or color slides of her so painted?

An Arco air-pollution measuring team checked out the smoke from the stack of Puget Sound Railway Historical Association's 2-6-6-2 No. 6, now operating on its line in Snoqualmie Falls, Wash. The engine got a clean bill of health, and was better than the 1975 standards for automobile emissions. How about that, diesel fans?

At this writing, Burlington O5B class Northern No. 5632 and OlA Mikado No. 4963 were in Anthony Bros. scrap yard on 87th St., Chicago, just west of Dan Ryan Expressway. Even the manager didn't know what would become of them. The engines were carted there after the demise of the C&WI roundhouse, where they had been stored for years, reports Ron Biedron, 602 E. College St., University City, Box 244, Carbondale, Ill. 62901.

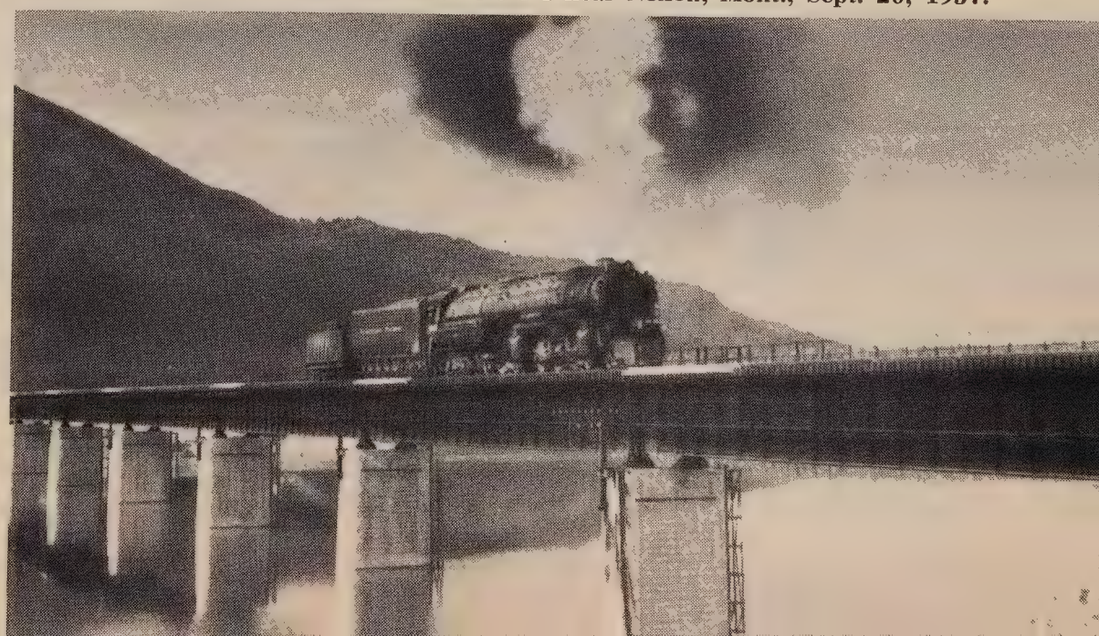
Blacksburg & Cherokee Falls RR. of Blacksburg, S.C., is a new steam road using 5-miles of an old Southern Railway branch. It now owns an 0-4-0T Porter, but is seeking a 2-8-0 or 2-8-2. My suggestion is that they should try to get one of the Rockton & Rion 2-8-2's or even its 2-8-0, from nearby Rion, S.C. Contact William A. Bedell, Box 8026, Greensboro, N.C. 27410.

Did you know that Savannah & Atlanta's 4-6-2 No. 750, of Southern Railway fantrip fame, got her tender off an NYO&W 4-8-2, bought by S&A in 1945? Who knows which of the five light 400-class 4-8-2's was involved?

Roberval & Saguenay's 2-8-0 No. 17 is up for sale. Located in the enginehouse at Arvida, Que., Canada, the Consolidation is probably in good condition and nearly operable. The railroad wants to scrap her fast, so anyone interested should act quickly. ●

R. V. Nixon, P.O. Box 21, Missoula, Mont. 59801

Last run of Northern Pacific Z8 class 4-6-6-4 near Noxon, Mont., Sept. 20, 1957.



Hostler at Jersey Central engine terminal in Ashley, Pa., cleans out the cinder screen of a Steamtown 4-6-2 for a doubleheaded fantrip of High Iron Co. to Wilkes-Barre, Pa.

Howard Pincus, 5 Eldredge Place, Rye, N.Y. 10580

The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

W.H. APPLEGATE, 4040 Mary St., Omaha, Neb. 68112, sells annual passes.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 126-620, 116, 616, and 122 cameras, desired by many railfans for large, oblong negs.; details, list free.

HENRY BAKER, Box 1015, Des Moines, Iowa 50311, buys 5x7 pix of C&O, N&W, D&RGW locos., equip., bldgs.

WARREN BASCOM, 3496 Ringer Rd., Whitehall, Pa. 18052, sells dupl. 35 mm color slides of eastern rrs. esp. LV, CRRNJ, RDG; list 10c. (SSE)

LEN BEARD, Box 112, Wonder Lake, Ill. 60097, sells tts; list 25c.

ED BLACKMAN, Box 89, Georgetown, Conn. 06829, trades 35mm color slides of NYNH&H, D&H, EL, PC for those of your area.

RON BLATTMAN, 2610 11 St., N.W., Canton, Ohio, buys rr. lanterns; NKP railroadiana, headlights, etc.

JIM BOPP, MCB-133 H Co., FPO, San Francisco, Calif. 96601, buys cloth headrests of WP, B&M, SP, MKT, KCS, NYC, FEC.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, any Fla. trolleyana, RPO cancellations; buys rriana and trolleyana.

GERRY BURRIDGE, Box 152, Dorval 700 PQ, Canada, buys Canadian annual passes; psgr. equip. slides, negs.; locos other than CP, CN.

C.A. BUTCHER, 80 Coyne, St. Thomas, Ont., Canada, sells steam pix of CN, CP; list 10c.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, sells steam, trolley negs., orig. slides on approval; no list.

GERRY CARSON, 11945 Gay Glen Dr., Maryland Heights, Mo. 63043, sells dupl. slides; list, sample 35c.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, buys, trades orig. Alco, Baldwin, Lima steam bldrs. photocards, catalogs.

HAROLD CLARK, Box 176, Greensburg, Kan. 67054, sells replica of stock in Burketown Midland RR. (SSE)

ERNEST COLWELL, 3122 N. Monte Vista, Flagstaff, Ariz. 86001, buys M&P pix, info., forms, etc.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, will sell Porter 0-6-0, lanterns, Pullman railroadiana; will buy hand car. (SSE

L.P. CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, sells railroadiana. (SSE)

R.L. DENTON, Box 5122, Midland, Tex. 79701, trades telegraph job bulletins T&P Ft. Worth Div. 1919, CRI&P seniority lists Southern Div. '30's. (SSE)

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP; list 30c; buys, sells CN, CP, TH&B steam negs.

PAUL DOUGLAS, 112 W. 21 St., Vancouver, Wash. 98660, would like W.B. Davidson's address.

BOB DUNN, 24 Arrow St., Schenectady, N.Y. 12304, buys switch keys from LV, EL, D&H, MEC.

BOB ECKEL, 4201 W. El Camino Dr., Phoenix, Ariz. 85021, buys mag. articles on LV steam.

AL EVARTS, RFD 2, Vergennes Vt. 05491, buys pix, negs., GMR 4-6-2 No. 1246.

LYLE EVERSON, Box 108, Viroqua, Wis. 54665, sells Railroad Magazine '47-'67, perfect cond.

RALPH FORTY, 942 Beach St., San Diego, Calif. 92101, buys 8mm dupl. color movies of Chicago, Milwaukee, Gary, Detroit trolleys, or will trade.

G. GARTH, 268 Grove St., Charleston, S.C. 29403, sells NYC plans of business cars, diners, tavern-lounges, parlors, sleepers, mail cars, etc.; list, sample, 50c.

W.L. GATES, 607 Dawson St., Uhrichsville, Ohio, sells '70 MP calendars. (SSE)

ADALENE GEISER, 6347 Wayne Ave., Philadelphia, Pa. 19144, sells original BLW photo data cards of domestic, foreign locos, other items.

MARK GELLMAN, 732 Van Rensselaer Ave., Niagara Falls, N.Y. 14303, sells pikes, tts., track maps, envelopes; buys railroadiana. 5c, plus SSE.

BILL GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells his books "Elmira, Corning & Waverly", "Glen Route", "Buffalo & Lake Erie".

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, trades Poor's Manuals for rr. stocks, bonds.

CHIP GREINER, 157 Larch Ave., Bogota, N.J. 07603 wants pen pals inter. in NYC River Div. NYS&W.

W.B. GRIFFIN, 406 Security Trust Bldg., Lexington, Ky. 40507, will buy 4/56 Railroad Magazine.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, will buy CMSP&P steam whistle, good cond.

LYN HAIGHT, 149 North St., Auburn, N.Y. 13021, buys pix, tts., railroadiana of Central New England and predecessors.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass. 01089, sells emp, tts. of New England, PC. (SSE)

ALBERT HERSKOVITS, 40 E. 66 St., New York, N.Y. 10021, sells back issues Railroad Magazine, 1966 to date, 60c each postpaid. (SSE)

VINCE HODGES, 1121 Como Lake Ave., Coquitlam, B.C., Canada, will sell 6/53-9/70 Railroad Magazine except 12/54, 10/56, 6/62; CN steam, diesel diagram book.

FREEMAN HUBBARD, c/o *Railroad Magazine*, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of these hard-cover books: "Collis P. Huntington" (rr. tycoon), 2 vols. total 775 pages, illust., (1954). $10 for both books; "Gateway to Northwest" (Minn. Transfer Ry.), by Donovan, 36 pages illust. (1954), $1.50; all good cond., postpaid.

CLIF HULL, 203 E. 16, North Little Rock, Ark. 72114, will sell 45 pages, 8½x11, of maps, letters, articles, inc., history of Minn. logging rrs.

MIKE HUNTER, Box 185, Athens College, Athens, Ala. 35611, would like to form society to purchase a private car.

DAVE KELLER, 5473 Express Dr. N., Holtsville, N.Y. 11742, buys LIRR negs.

G. KIDDER, RD 1, Acton, Mass. 01720, will sell telegraph relay, switch lamps, Brocton St. Ry. cap badges, NYC, PRR calendar pix, RUT lantern. (SSE)

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, will sell 1919 Car Builder's Dictionary. (SSE)

MARC LAMOREAUX, Box 137, Waterville, Kan. 66548, will buy Lathrop's "Little Engines and Big Men."

JIM LANGAN, 11 Collinson Dr., New Monmouth, N.J. 07748, buys PRR, NYC noncommuter tts. of '45-'60, pre-'65 psgr. equip. directories.

OWEN LEANDER, 127 Wildwood Rd., Elk Grove, Ill. 60007, sells 2¼x3¼ negs., Kodachrome slides of Midwest. diesels, psgr. cars, work equip.

WALT LEWIS, 3654 Montclair Dr., Jacksonville, Fla. 32217, buys emp. tts. of SP, AT&SF, UP.

Streetcar hobbyist Elaine Diehlmann of Seaford, Long Island, N.Y., with a sign formerly used on a Los Angeles trolley.

Harold A. Smith, Box 3068 Grand Central P.O., New York, N.Y. 10017

BOB LORENZ, 1939 Whittaker Dr., Fremont, Ohio 43420, sells steam, diesel, elec. pix. (SSE)

GERRY MACDONALD, 124 E. Wisteria Rd., Wildwood Crest, N.J. 08260, sells Ozlid copies of PRR Lines East div. maps of early 1900's; list sample 25c.

DAN McAULIFFE, 43 Adelaide Ave., Highland Park, N.J. 08904, will buy Stevens' "Canadian Natl. Rys.", Currie's "Grand Trunk Ry. of Canada."

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys color movies of '49 Chicago RR Fair.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wis. 53186, buys sells trolley, rr., depot postcards.

DON MILLS, Box 623, Don Mills, Ont., Canada, buys, trades, sells size 616, 120 negs. steam, elec. locos; list 20c.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, negs., b&w and color pix, railroadiana. (SSE)

TODD MULLER, 209 Cedarwood Lane, Newington, Conn. 06111, buys switch locks, keys, esp. RUT, CV, B&M, PRR; will buy eagle switch lock, any rr.

JIM MULLIKEN, 215 E. 5 St., Lansdale, Pa. 19446, will buy Parker Bros. RR game, playable condition.

JIM MUNDING, 1749 E. Michelle St., West Covina, Calif. 91791, sells trades color pix of UP, SP, AT&SF. (SSE)

James G. Bogle, 1749 Dyson Dr., N.E. Atlanta, Ga. 30307

Originally the trackside grave of a Confederate soldier located at Allatoona Pass, Ga., this landmark was moved in 1944 to near Ackworth, Ga., when Western Atlantic track was rerouted, due to the building of Allatoona Dam on the Etowah River. Railroad no longer goes through the pass. Grave is well cared for; observe the recently-placed flowers.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, trades recent issues of Off. Guide for current, pre-'33 Ry. Equip. Register.

A. MUTHARD, Route 1, Macungie, Pa. 18062, will sell 50 back issues of Railroad Magazine; no list.

J.S. NELSON, 36 South Park Dr., Seven Kings, Ilford, Essex, England, buys info., pix LNW in Liverpool area.

DAVE NESTLE, RD 2 Ray Rd.. Greenwich, N.Y. 12834, sells railroadiana; list 25c, refundable.

HARRY NOBLE, Box 127, Greystone Pk., N.J. 07950, will sell as a lot or by the year Railroad Magazine, 1930-'62.

PAUL NOBLE, 1 Remsen Rd., Yonkers, N.Y. 10710, buys PRR railroadiana, esp. station signs.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 10143, buys builders' plates from steam, diesel, elec. locos.

J.L. O'DONNELL, Youngs Cove Rd., Queens Co., N.B., Canada, buys pix, negs. of CN wooden psgr. equip., milk cars, exp. reefers.

A. PEREZ, 1427 N.W. 28 St., Miami, Fla. 33142, buys FEC Key West Ext. pix, postcards, etc.

LANCE PINKERTON, 10 Keith Jeffries Ave., Cranford, N.J. 07016, buys IC, MP slides, or trades those of his area for IC, MP slides.

Ltjg. JAY POTTER, USS Crockett (PG-88), FPO. San Francisco, Calif. 96601, buys negs. early cab diesels, esp. B&O, PRR, class I elecs.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys tts., playing cards, badges; will buy Poor's "DSP&P," Crossens' "Switzerland Trail of America."

TONY REZNAK Jr., Box 755, Wilkes-Barre, Pa. 18703, sells railroadiana of Q&E steam train; list, samples 40c.

WM. ROGERS, 3704 Charles Ave., Cheyenne, Wyo. 82001, sells books. (SSE)

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19804, sells trades size 616 PRR negs. (SSE)

H.N. SANYER, 610 Empire Blvd., Rochester, N.Y. 14609, sells switch locks, lanterns, tts., emp. tts., magazines, tkts., passes, keys.

A. SARGENT, 1410 Riverside Dr., Burbank, Calif. 91506, will buy or trade rr. books for Chicago C or D-4 hydrostatic lubricator.

JOHN SCESNY, 780 Long Island Ave., Medford, N.Y. 11763, buys Erie, DL&W lanterns.

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, buys PB&W, WT, WS, A&F, RF&P, VAL pix; RPO postmarks, etc.

F.A. SCHMIDT, 138 Waugh St., San Antonio, Texas 78223, buys info., pix of staged head-on loco collisions.

W.W. SIMMS, Box 5036. Amarillo, Texas 79107, trades tts., emp tts., rule books, rr. postcards. (SSE)

DWIGHT SMITH, 97 Bartley Ave., Portland, Me. 04103, sells orig. b&w negs. of New Eng., Canadian roads; locos, cars, stations, etc.; list 25c.

HAL SMITH, 61-17 68 Ave., Brooklyn, N.Y. 11227, sells 2¼x2¼ negs. SEPTA, PC, NYCTA; sells Model RRer, exc. cond.

HARTLAND SMITH, Box 452, Birmingham, Mich. 48012, buys Blackhawk, amateur rr, movies; sells rr. sound tapes.

JOE SNOPEK, 37 Kellogg St., Granby, Mass. 01033, buys negs., slides of NYNH&H elecs., diesels, psgr. equip., MofW equip.

CON SPADY, 901 N. C St., Herington, Kan. 67449, buys, trades switch keys.

JOE STAUBER, 709 W. Arnold, Marshfield, Wis. 54449, sells on approval 35mm color slides SOO, CMSP&P, C&NW, GB&W, etc.

WES STEAD, Box 92, Effingham, Ill. 62401, buys pix L&N wrecks at Wald, Ala., 9/29/32 and Castleberry, Ala. 12/17/36; buys KCM&O emp. tts.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will sell one blue and one amber C&O kerosene lantern.

JOHN SUSKEWICZ, 349 Roosevelt Rd., Pittsburgh, Pa. 15237, buys pix of wood FGEX cars.

MEL SWANSICK, 6430 Xavier Ct., Arvada, Colo. 80002, sells railroadiana; no list.

BILL TRUBEE, Box 1066, Kailua-Kona, Hawaii 96740, buys Off. Guides of '30's and early '40.

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich. 48235, buys orig. 35mm diesel color slides of SOU. L&N, Clinchfield, RF&P, SP&S, C415's, TM, NdeM, southern short lines.

JEFF WIEN, 88 W. Schiller, Chicago, Ill. 60610, sells CNS&M, CSS&SB tts., railroadiana. (SSE)

TOM WIRRELL, 89 Fremont St., Claremont, N.H. 03743, sells dupl. diesel slides; Mdl. RRer, MRC '67-70. Trains Ry. Annual Nos. 3-4; buys interurban, trolley pix, books.

MARTIN ZAK, Pendella Farm, Newtown, Pa. 18940, sells size 616 negs. of PC diesels; buys 35mm color action slides of UP, AT&SF, SP.

Model Trading Post

CHAS. DAVIS, 3663 McCall Blvd., Bremerton, Wash. 98310, will trade 00 gage 4-6-0 for 2 bronze tenders or boilers with boiler front, cab, and cab support.

Miss DENISE FERRARI, 274 Emerson Ave., Bronx, N.Y. 10465, sells used Lionel Spr. 0-gage track, 39c each, 027 track, 15c. (SSE)

THOS. HENDERSON, Spring Mills, RD 1, Centre, Pa. 16875, buys Lionel train sets, esp. diesels, psgr., CP orange loco.

ROGER KEITH, Box 7646, St. Paul, Minn. 55119, buys 0-gage toy, scale trains; Hertz' "Collecting Toy Trains."

ROBERT O'CONNOR, 24 Glengarry Drive, Saint John, N.B., Canada, wants steam engine bell cradle or patterns for same. ●

Additional Roster Data

Additional info. for our Virginia shortlines rosters (Dec. '70) comes from Louisville & Nashville. Note 27 should read: RF&P 1101, 1105, 1157, 1159 were sold to Striegel Supply & Equipment (12/65), then sold to Precision Engineering (6/25/66). 1157, 1159 were sold to Illinois Terminal, renumbered IT 1157. 1159; then renumbered IT 1507-1509; then traded to GM-EMD for new power (1969). 1101, 1105 were sold to L&N, renumbered 864, 657 (2nd). They were traded to GM-EMD for new power. RF&P 1151-1156, 1158, 1160 were traded to GM-EMD (12/63) for new power. RF&P 1102-1104, 1106, 1108, 1110 were traded to GM-EMD (11/66) for new power.

Typographical errors in our Southern Pacific roster (Aug., Sept., Oct. '70) were found by Howard Childs. Listing in the body type of units 240-248 should be 240-249. Note 60 should read: 9103-9105 were originally D&RGW 4001-4003, then SP old 9021-9023, then SP new 9102-9105. Note 18 should read: 925-959; 961-975 odd only; 1900-1901; 2800-2816; 2888-2890 were traded to GM-EMD for new power. Units 5300-5317, accidentally omitted, should be listed after old 5502-5507 as follows: No old class. New class EF-623-1. new 5300-5317, no old numbers, 2300 hp, GM-EMD builder, model SD39, C-C wheel arrangement, 104,150 lbs. of tractive effort, 416,600 lbs. of weight, built in 1968.

Corrections to our Texas shortlines rosters, (Nov. '70) issue come from Andris Kristopans. Note 35 should read: RS&P 300 was originally Chicago & Western Indiana 251, then Purdy 251, then RS&P 300, then Precision Engineering ? (1969), then U.S. Steel ? (1969). Note 37 should read: A&N 1 was sold to RS&P for rebuilding and resale. To the RS&P roster add two units. No. 500 is a 1500-hp SW1500. built by GM-EMD in 1969. No. 600 is a 1500-hp SW 1500, built by GM-EMD in 1970. Both have B-B wheel arrangements. To the Georgetown roster add No. 1000, a 660-hp Baldwin VO 660, originally San Augustine, Uvalde & Gulf 9206, then Missouri Pacific 9206, then MP 9022, then Georgetown 100, then Georgetown 1000. Georgetown 1001 was a 300-hp Atlas 50-tonner originally U.S. Govt. ?, then Georgetown 1001, then Texas Crushed Stone 100.—Sy Reich ●

Pen Pals Wanted

Brenda Sue Simpson (20), Box 455, Highland, Calif. 02346.

David Cohen (26), 35 E. 40th Ave., Vancouver 15, B.C., Canada, wants pen pals in Ohio, Indiana, Ky.

Paul Willis, Woodcrest, Rifton, N.Y. 12471, likes trolley museums and trolley models.

Sharon Dunwoodie, 9153 Rathbone, Detroit, Mich. 48309.

Johnny Franco (16), 9639 Rivera Rd., Pico Rivera, Calif. 90660.

Debbie Heath, R.D. 1, Grove City, Pa. 16127, trades postcards.

Jeanine Wilkerson (32), Rte. 1, Box 98, Moro, Ark. 72368.

Addee Hamilton (70), 511 First St., Kingston, Tenn. 37763.

Janice E. Bledsoe (18), 2623 St. Louis Ave., East St. Louis, Ill. 62205.

Mrs. Marie Whitehead (62), 701 E. 19th St., San Angelo, Texas, invalid, needs cheer-up letters; collects state picture postcards.

Cheri Lynn McCallister (18), and sister, Marala (15), 3338 Ohio St., St. Louis, Mo. 63118.

Eddie Moll (52), 6061 Diplomat Plaza, Fort Wayne, Ind. 46806.

Perla Miano (20), 121-EE T. Padilla St., Cebu City, J-317, Philippines.

Greg Smith (17), 6633 Bequette St., Pico Rivera, Calif. 90660, likes rock music.

Mrs. Rose Moser (51), Tampico, Ill. 61283, ill and lonely, needs cheer-up letters and cards.

Cindy Johnson (14), Rte. 1, Box 64, Clayton, Wis. 54004.

Mrs. Georgia Hagwood, 939 Catherine St., Birmingham, Ala. 35215.

James Smilher (66), Firth, Idaho 83274.

Myrna Dacules, 132 Pelaz St., Cebu City, Philippines.

Florence Luhrs, 568 68th St., Guttenberg, N.J. 07093.

Linda (25), Myrna (24), Yolli (22), and Grace Austre (18), all of Asturias, Cebu, Prilippines.

Jeanne Kinder (16), Marissa, Ill. 62257.

Avelina Basnillo (23), Biasing, Talisay, Cebu, Philippines.

Pvt. Wayne A. Myers, 514-543-088, B13, Ft. Leonard Wood, Mo. 65473.

Mrs. Charles Ault, 311 E. King St., Lancaster, Pa. 17602.

Larry J. Stapleton (22), Box 24, San Clemente, Calif. 92672.

Remedios Quinanola, Highway, Tagonol, Basak, Cabreros, Cebu City, Philippines.

K.E. McMahon, 532 S. 73rd St., Milwaukee, Wis. 53214, crippled, needs cheer-up mail. ●

Coming Events

Nov. 28-April 3: New Hope & Ivyland mixed train, incl. caboose; 34-mile round trip; lv. New Hope 10 a.m., arrive Buckingham, 10:25; fare, $3. Details from NH&I, New Hope, Pa. 18938.

Feb. 12-15: "Snowflake Special"; Southern Pacific excursion train, Los Angeles to Reno via Coast Line and Donner Pass; incl. daylight ride through Sierra Mtns. plus day and night stay in Reno; consist of coaches, Pullmans, diners, lounge; lv. Los Angeles Union Pacific Terminal, 8:30 p.m. Friday, return 5:45 p.m. Monday; fare $135 coach, $175 Pullman. Write Pacific Railroad Society, P.O. Box 4310, Irvine, Calif. 92664.

Feb. 20-21: "Winter Railroad Spectacular" at East Broad Top RR., Orbisonia, Pa.; doublehead narrow-gage steam train (10-mile round trip), numerous trolley car runs, photo stops, runpasts. Contact S. Shook, 160 Andover St., Wilkes-Barre, Pa. 18702.

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Barrel: 22 inches.
Sights: Open.
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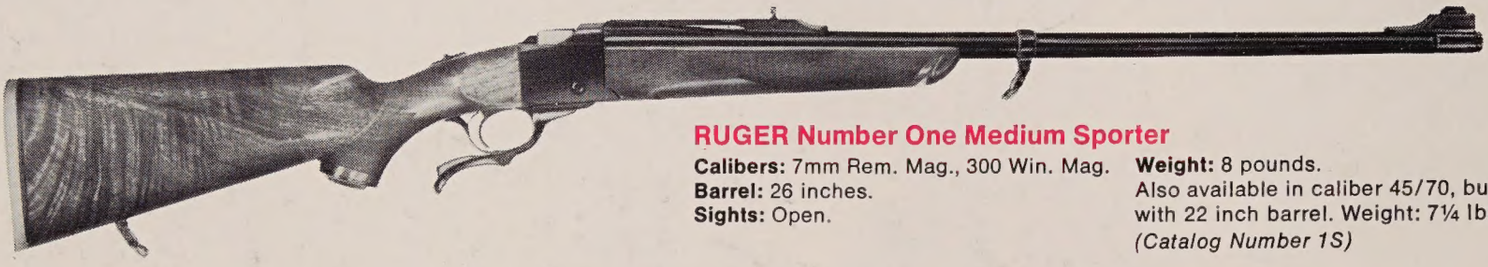
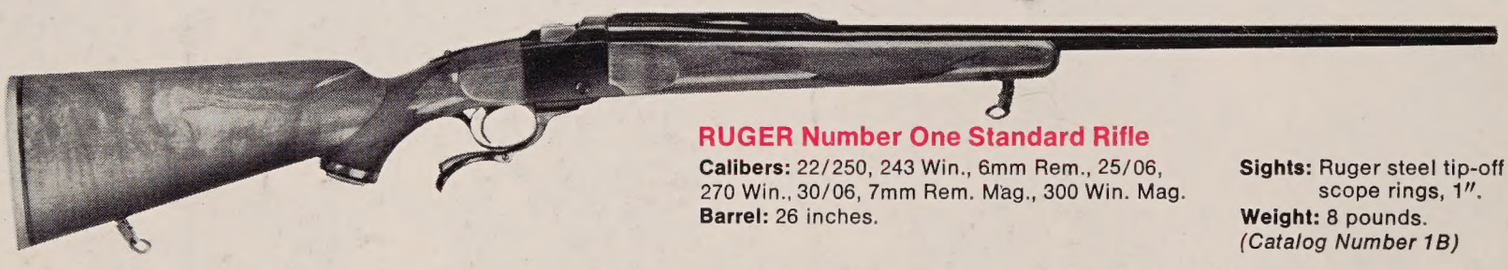


RUGER Number One Medium Sporter

Calibers: 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Open.
Weight: 8 pounds.
Also available in caliber 45/70, but with 22 inch barrel. Weight: 7¼ lbs.
(Catalog Number 1S)

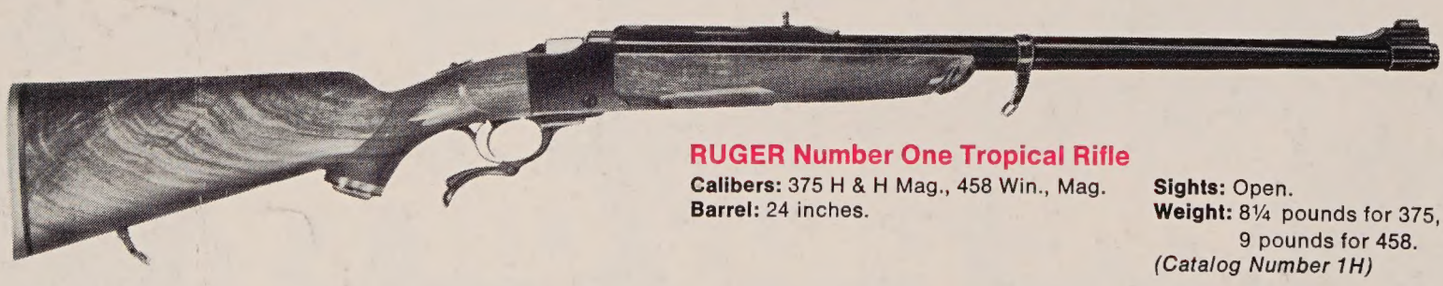


RUGER Number One Standard Rifle

Calibers: 22/250, 243 Win., 6mm Rem., 25/06, 270 Win., 30/06, 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Ruger steel tip-off scope rings, 1″.
Weight: 8 pounds.
(Catalog Number 1B)

RUGER Number One Special Varminter

Caliber: 22/250, 25/06
Barrel: 24 inches.
Sights: Standard target scope blocks for target scope rings with external adjustments.
Weight: 9 pounds.
(Catalog Number 1V)



RUGER Number One Tropical Rifle

Calibers: 375 H & H Mag., 458 Win., Mag.
Barrel: 24 inches.
Sights: Open.
Weight: 8¼ pounds for 375, 9 pounds for 458.
(Catalog Number 1H)

General information on specifications:
Sights: Catalog Numbers 1A, 1S, and 1H have adjustable folding leaf rear sight mounted on quarter rib and ramp front sight base with caterpillar type gold bead sight. All quarter ribs are machined to accommodate Ruger steel tip-off rings. Scope rings are $15. additional for all models except 1B.

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